
Jodhpur Railway.

COMPLIMENTARY

ANNUAL REPORT

1944-45

SECTION I.

Report by the General Manager.

JODHPUR RAILWAY.

No. S.T.1/214

Jodhpur, dated 6th August, 1945.

FROM

H. G. RAWLINS, Esq.,

General Manager,

Jodhpur Railway,

Jodhpur.

TO

THE SECRETARY,

Railway Board (Stat: Branch),

New-Delhi.

DEAR SIR,

I beg to submit herewith my Report for the Financial year 1944-45 on the General Administration and Financial Results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section) and Jodhpur-Hyderabad Railway (British Section).

Yours Faithfully,

H. G. RAWLINS

General Manager,

Jodhpur Railway.

TABLE OF CONTENTS

SECTION I.

AGENT'S REPORT.

PARA.

DESCRIPTION.

CHAPTER I.

General Review.

PAGE

1. Prominent features of operation	1
2. Local Advisory Committee	2
3. Railways and the War	2
4. Creation of New Posts and their functions.. ..	2

CHAPTER II.

Financial Results.

5. Capital invested and return thereon	2
6. Gross earnings	3
7. Special procedure for allocating expenditure on rolling stock, military sidings, etc.	3
8. Working Expenses	3
9. Analysis of Working Expenses	3-8
10. Further analysis of Working Expenses	8
11. Capital Expenditure	9
12. Passenger traffic earnings	9
13. Goods traffic earnings	9
14. Tonnage carried	9
15. Table of Tonnage carried and earnings therefrom	9
16. Commodity Statistics	10-11
17. Analysis of the trends of statistics of work done (Passenger miles and Net ton miles) and earnings during the year as compared with the previous year	12
18. Effects of the war on earnings and expenditure	12

CHAPTER III.

New Construction and Engineering.

19. Mileage of lines opened or sanctioned	12
20. Surveys and lines under construction	12
21. Lines closed during the year	12
22. Open line improvements	12
23. Important works sanctioned	12
24. Important works undertaken	12

CHAPTER IV.

Transportation.

A—Operating.

25. Train miles	12
26. Passenger trains	13-14
27. Goods trains	14
28. Stock usage	14
29. Engine usage	14
30. Wagon usage	14

PARA.	DESCRIPTION.	PAGE.
31.	Effects of intensive usage of wagon stock on its condition	14
32.	Reduction in wagons loaded with "Smalls" ..	14-15
33.	Wagon position in the Pool	15
34.	Operating position	15
35.	Rationalisation of transport through a system of priorities	15
36.	Policy of wagon allotment and their distribution generally with special reference to the transport of food grains and coal	15
37.	Special efforts made to improve transportation services in order to meet additional demand on rail transport	16

B—Commercial.

38.	Important alterations in rates and fares ..	16
39.	Special efforts to secure better wagon loads ..	16
40.	Co-ordination of road, rail and water transport ..	16
41.	Running of road services departmentally or in conjunction with Rail Road joint stock companies formed or under the "Tied Mileage system"	16
42.	Efforts made to feed war industries	16
43.	Closer contact with business interests	16
44.	Claims for compensation and refunds ..	17-18
45.	Comments on action taken to cope with the heavy increase in claims and also details of preventive action taken to reduce the number of claims received	18
46.	Mela traffic	18
47.	Collaboration with provincial transport boards and regional controllers of railway priorities ..	18
48.	Special facilities offered for transport of specific commodities to meet shortage conditions or in deference to public demands	18
49.	Success achieved with regard to the prevention of ticketless travel	19

CHAPTER V:

Rolling Stock and Materials.

50.	Additions to equipment	19
51.	Number and tractive efforts of locomotives ..	19
52.	Stores balances	19-21
53.	The Store Balance giving some approximate idea as to the extent high prices are responsible for the present level and steps being taken to ensure that whenever necessary stocks will be progressively reduced as supply conditions show definite improvement	22
54.	Results of efforts to obtain fuel economy ..	22
55.	The coal supply and coal stock situation during the year.	22
56.	The train lighting bulb situation	22
57.	Engine electric head-light situation	22-23
58.	Timber supply situation	23
59.	Shortage of or unsatisfactory supply situation in respect of, any vital stores item or component of first importance	23
60.	The situation regarding theft of railway property, carriage fittings, etc., and the working of the measures to deal with this matter	23

DESCRIPTION.

CHAPTER VI.

PARA.	Staff.	PAGE.
61. Number and cost of staff		23
62. Training of staff		24
63. Provision shops		24
64. Dearness allowance		24
65. Railway staff and the war		24-25
66. Welfare and improvements in the general service conditions of the staff		25
67. Prevention of accidents to staff		25
68. Anti-corruption measures taken		25-26
69. Representation of minorities in railway services		26

CHAPTER VII.

Amenities for passengers

70. Introduction of newtypes of third class carriages ..	26
71. Measures taken to ensure security of women passengers	26
72. Measures to ensure proper cleaning of carriages at terminals and for the cleanliness of latrines in passenger trains.	26
73. Booking offices and Out-agencies	26
74. Waiting rooms and waiting halls provided during the year.	26
75. Vendors' stalls in waiting halls and on platforms ..	26-27
76. Steps taken to make available maximum passenger accommodation in running trains	27

CHAPTER VIII.

Miscellaneous.

77. Percentage yield on capital cost of officers' bungalows represented by recovery of house rent from officers	27
78. Floods	27
79. Conclusion	27

ANNUAL REPORT.

CHAPTER I.

GENERAL REVIEW.

1. The following statement brings into prominence the most important features of the operation of Jodhpur Railway during the year 1944-45 together with similar information for the year 1943-44.

PARTICULARS.	Jodhpur Railway (Whole System).		Jodhpur Railway (Jodhpur Section).		Jodhpur-Hyderabad Railway (British Section).	
	1943-44.	1944-45.	1943-44.	1944-45.	1943-44.	1944-45.
MILEAGE OPEN.—						
1. Single line	1,125.69	1,125.69	806.95	806.95	318.74	318.74
2. Double line						
3. Total Route Mileage ..	1,125.69	1,125.69	806.95	806.95	318.74	318.74
4. Total Track Mileage ..	1,313.12	1,310.81	927.83	925.85	385.29	384.96
CAPITAL AND REVENUE EARNINGS AND EXPENDITURE.—						
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5. Total Capital Outlay including suspense on Open line	6,36,27,192	6,51,33,665	5,03,46,144	5,08,67,579	1,32,81,048	1,42,66,086
6. Gross earnings	1,99,14,431	2,02,04,305	1,31,12,145	1,33,70,750	68,02,286	65,33,555
7. Gross earnings per train mile ..	11.3	11.8	10.5	11.0	13.0	13.5
8. Working expenses	1,11,61,021	35,18,607	79,54,425	4,73,959	32,06,596	30,44,648
9. Working expenses per train mile	6.32	2.05	6.39	0.39	6.15	6.02
10. Net earnings	87,53,410	1,66,85,698	51,57,720	1,28,96,791	35,95,690	37,88,907
11. Percentage of total working expenses to gross earnings ..	56.04	17.42	60.66	3.54	47.14	44.55
12. Percentage of net earnings on total Capital Outlay on Open line	13.76	25.62	10.24	25.35	27.07	26.56
EQUIPMENT —	No.	No.	No.	No.	No.	No.
13. Locomotives	94	94	..	..	..	..
14. Passenger carriages	279	279	..	..	..	..
15. Other coaching vehicles ..	107	102	..	..	..	..
16. Goods stock	2,473	2,513	..	..	..	..
17. Motor inspection trollies ..	8	8	..	..	..	..
18. Rail Motor Car for inspection.	1	1	..	..	..	..
PASSENGER TRAFFIC.—						
19. Number of passengers carried.	7,121,782	7,338,204	3,538,353	3,813,611	3,895,657	3,894,250
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
20. Passenger miles	346,746,270	360,278,259	214,943,336	225,920,571	131,802,934	134,367,688
21. Average journey	48.7	49.1	60.7	59.2	33.8	34.5
22. Earnings from passengers carried excluding refunds.	Rs. 79,02,834	Rs. 82,42,654	Rs. 48,98,518	Rs. 51,41,185	Rs. 30,04,316	Rs. 31,01,469
	Pies	Pies	Pies	Pies	Pies	Pies
23. Average rate charged per passenger per mile	4.38	4.39	4.38	4.37	4.38	4.43
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24. Total Coaching earnings ..	91,52,676	96,70,377	57,18,000	61,00,196	34,34,676	35,70,181
GOODS TRAFFIC.—	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
25. Number of tons carried ..	1,333,452	1,277,335	1,013,588	1,023,268	622,924	585,180
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
26. Net ton miles	193,060,208	197,005,506	143,996,249	145,889,549	49,063,959	51,105,957
27. Average haul	144.8	154.2	138.0	142.6	78.8	87.3
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
28. Earnings from tonnage carried	98,78,391	94,08,707	66,85,700	63,87,094	31,67,691	30,21,613
29. Average rate charged for carrying a ton of goods one mile	9.82	9.17	8.91	8.41	12.5	11.4
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30 Total Goods earnings	98,38,708	95,03,540	67,21,657	64,43,343	32,17,051	30,60,197
31. Miscellaneous earnings ..	8,53,047	10,30,388	6,72,488	8,27,211	1,50,559	2,03,177
	No.	No.	No.	No.	No.	No.
32. Number of employees on 31st March	8,289	8,266	..	..	..	..
33. Number of stations on 31st March	177	177	121	121	56	56

2. **Local Advisory Committee.**—A Cotton Transport Advisory Committee was formed with representatives of factories in Sind as members and Deputy Traffic Manager Transportation as Chairman. The Committee meets every fortnight during the Cotton season.

3. **Railways and the war.**—Several works of importance were executed in this connection during the year under review. .

4. Creation of New Posts and Their Functions.—

(a) *Traffic Department.*—(i) The following new posts were sanctioned in the Watch and Ward Department to ensure a closer check in order to stop pilferage from Goods consignments at Goods Sheds:—

1. Chief Overseer.
3. Sub-Overseers.
2. Overseers.

(ii) Two Conductors were appointed to work mail trains between Marwar Junction and Luni Junction, and Chhor and Hyderabad (Sind) to attend to requirements of passengers.

(b) *Engineering Department.*— One additional post of an Executive Engineer and one Assistant Engineer were sanctioned as a temporary measure to cope with works on Remedial Measures. A post of third Signal Inspector was also created during the year.

(c) *Loco Department.*—Posts of Fuel Economy Officer and Fuel Chargeman were sanctioned temporarily from 16-8-44 and 1-7-44 respectively.

(d) *Management Department.*—The post of Deputy General Manager was created and Mr. G. T. Simpson, Chief Traffic Manager, was transferred to the Management Department as Deputy General Manager from 1st November, 1944.

CHAPTER II.

Financial Results.

5. **Capital invested and return thereon.**—The statement below exhibits Capital invested, return on Capital Outlay, Gross earnings, Working expenses, Net earnings and Operating ratio of the Railways comprising the whole system at the close of the year 1944-45 with similar figures for the previous year:—

Railways.	Years.	Total capital outlay including construction and suspense.	Total capital outlay on open line including suspense.	Return on capital outlay given in column 3.	Gross Earnings.	Working Expenses.	Net Earnings.	Operating Ratio.
1	2	3	4	5	6	7	8	9
		Rs.	Rs.	%	Rs.	Rs.	Rs.	%
Jodhpur Railway (Whole System).	{ 1943-44 1944-45	6,49,45,040 6,61,51,513	6,36,27,192 6,51,33,665	13.48 25.11	1,92,14,431 2,02,01,307	1,11,61,021 36,18,607	87,53,110 1,66,87,693	58.01 17.42
Jodhpur Railway (Jodhpur Section)	{ 1943-44 1944-45	5,91,03,535 5,09,21,973	5,03,46,144 5,06,67,579	10.23 25.33	1,31,12,145 1,33,70,750	79,54,425 4,73,959	51,57,720 1,28,96,701	60.66 3.54
Jodhpur-Hyderabad Railway (British Section).	{ 1943-44 1944-45	1,15,41,502 1,55,26,540	1,32,81,048 1,42,18,086	24.73 24.40	68,02,286 68,33,555	32,06,506 30,41,648	35,95,690 37,83,907	47.14 44.55

6. Gross earnings.—An analysis of the Gross earnings for the last two years is given below:—

H e a d s.	Jodhpur Railway (Whole System).			Jodhpur Railway (Jodhpur Section).			Jodhpur-Hyderabad Railway (British Section).		
	1943-44	1944-45	Difference	1943-44	1944-45	Difference	1943-44	1944-45	Difference
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Passenger earnings ..	79,02,834	82,42,654	+3,39,820	48,98,518	51,41,185	+2,42,667	30,04,316	31,01,469	+97,153
Other Coaching earnings ..	12,49,842	14,27,723	+1,77,881	8,19,482	9,59,011	+1,39,529	4,30,360	4,68,712	+38,352
Goods earnings from tonnage carried ...	98,73,391	94,08,707	-4,64,684	66,85,704	63,87,094	-2,98,606	31,87,691	30,21,613	-1,66,078
Other Goods earnings.	65,317	94,833	+29,516	35,957	56,249	+20,292	29,360	38,584	+9,224
Sundry earnings ..	8,23,047	10,30,388	+2,07,341	6,72,488	8,27,211	+1,54,723	1,50,559	2,03,177	+52,618
TOTAL ..	1,99,14,431	2,02,04,305	+2,89,874	1,31,12,145	1,33,70,760	+2,58,605	68,02,286	68,33,555	+31,269

7. Special procedure for allocating expenditure on rolling stock, military sidings, etc.—As no rolling stock has been purchased by this Railway since 1-4-1943 either in addition to or in replacement of old stock (Railway Board's No. F. III 44/F. V. 3/ (1) of 24/3/1945), it was not found necessary to take any special steps to reallocate the estimates of Rolling Stock already passed and to adjust the same in the year 1944-45.

Further no military siding has been constructed on this Railway.

8. Working expenses.—The total working expenses of all the Railways comprising the system were, Rs. 35,18,607/- in the year under review against Rs. 1,11,61,021/- in the previous year.

9. Analysis of working expenses.—The following tables give an analysis of the working expenses by Departments:—

Total Working Expenses.

Departments.	W o r k s .	1943-44.			1944-45.			DIFFERENCE.	
		Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section).	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section).	Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering.	Maintenance of way and works.	13,85,834	9,88,188	3,97,646	15,19,953	11,32,039	3,87,914	1,34,119	..
Locomotive.	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	26,14,195	17,46,293	8,67,902	27,96,076(a)	15,33,938(a)	12,62,138	1,81,881	..
Carriage and wagon	Maintenance and Renewal of Carriage and Wagon stock.	9,60,553	7,23,375	2,37,178	6,31,764(b)	—70,349(b)	7,02,113	..	3,28,789
Traffic.	Commercial and Transportation.	16,42,562	10,67,253	5,75,309	12,88,242	8,43,395	4,44,844	..	3,54,320
Agency and others.	Management, Audit, Medical, Stores and Police.	6,12,956	3,87,078	2,25,878	6,50,285	4,17,973	2,32,312	37,329	..
Miscellaneous.	Law charges, compensation, contribution to Provident Fund, etc	11,68,945	5,20,960	6,47,985	10,75,452	4,62,051	6,13,401	..	93,493
Electrical service.	Expenses ..	2,85,756	1,86,380	99,376	2,98,859	1,94,859	1,04,000	13,103	..
	Total ordinary expenses.	86,70,801	56,19,527	30,51,274	82,60,631	45,13,909	37,46,722	..	4,10,170
	Replacement and Renewals.	24,90,220	23,34,893	1,55,322	—47,42,024(c)	—40,39,950(c)	—7,02,074	..	72,32,244
	Grand Total ..	1,11,61,021	79,54,425	32,06,596	35,18,607(d)	4,73,959(d)	30,44,648	..	76,42,414

- (a) Includes a credit of Rs. 2,42,000/-
 (b) " " " 5,58,000/-
 (c) " " " 42,00,000/-
 (d) " " " 50,00,000/-

These amounts had been credited to the Reconstruction Fund (Indian State Section) during the previous two years, by debit to working expenses. This Fund is now being maintained outside the Railway accounts and the previous adjustments have been reversed in the year, resulting in these credits to working expenses vide General Manager's letter No. M. 21. B—1 Vol-IV/299 dated 14-2-45 to the Railway Board.

Joint Working Expenses.

Departments.	Works.	1943-44.			1944-45.		
		Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section)	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section)
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of way and works.	1,89,705	1,23,688	66,017	1,91,027	1,25,199	65,828
Locomotive ..	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	24,96,893	16,27,974	8,68,919	27,09,700	17,75,938	9,33,762
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon Stock.	6,81,527	4,44,356	2,37,171	7,43,175	4,87,077	2,58,098
Traffic ..	Commercial and Transportation.	16,44,763	10,72,385	5,72,378	12,90,900	8,46,056	4,44,844
Agency and others.	Management, Audit, Medical, Stores and Police.	5,95,153	3,88,040	2,07,113	6,37,737	4,17,973	2,19,764
Miscellaneous ..	Law charges, Compensation, contribution to Provident Fund, etc.	7,95,989	5,18,985	2,77,004	6,86,701	4,50,063	2,86,638
Electrical service ..	Expenses ..	1,64,639	1,07,345	57,294	1,78,456	1,16,960	61,496
	Total ordinary expenses.	65,68,669	42,82,773	22,85,896	64,37,696	42,19,266	22,18,430
	Replacements & Renewals	..	..	..	..	..	..
	Grand Total ..	65,68,669	42,82,773	22,85,896	64,37,696	42,19,266	22,18,430

Direct Working Expenses.

Departments.	Works.	1943-44.			1944-45.		
		Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section)	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodhpur Sec.)	Jodhpur Hyderabad Ry. (British Section)
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of way and works.	11,96,129	8,64,500	3,31,629	13,28,926	10,03,840	3,22,086
Locomotive ..	Maintenance and Renewal of engines, cost of the fuel and other expenses attributable to motive power.	1,17,302	1,18,319	—1,017	86,376	—2,42,000	3,28,376
Carriage and Wagon	Maintenance and Renewal of Carriage and Wagon Stock.	2,79,026	2,79,019	7	—1,11,411	—5,57,426	4,46,015
Traffic ..	Commercial and Transportation.	—2,201	—5,132	2,931	—2,658	—2,658	..
Agency and others.	Management, Audit, Medical, Stores and Police.	17,602	—962	18,765	12,548	..	12,543
Miscellaneous ..	Law charges, Compensation, contribution to Provident Fund, etc.	3,72,956	1,976	3,70,931	3,83,751	11,983	3,76,763
Electrical service	Expenses ..	1,21,117	79,035	42,042	1,20,403	77,899	42,504
	Total ordinary expenses.	21,02,132	13,36,761	7,65,378	18,22,935	—2,91,613	15,28,292
	Replacements & Renewals.	24,99,220	23,34,893	1,55,322	—47,42,024	—40,39,950	—7,02,074
	Grand Total ..	45,92,352	36,71,652	9,20,700	—29,19,089	—37,45,367	8,26,218

Engineering.—The increase of Rs. 1,34,119/- under this head is as shown below:—

	Rs.
(a) General Administration	10,583/-
(b) Ordinary Repairs and Maintenance:—	
(1) Jodhpur Railway (Jodhpur Section) ...	1,35,183/-
(2) Jodhpur-Hyderabad Railway (British Section)	11,647/-

(a) *General Administration.*—The increase is due to revision in scales of pay of certain categories of staff with effect from 1-4-43 and payment of arrears thereof in the current year; usual increments, increase in rates and scope of dearness allowance, promotion of a subordinate as Assistant Engineer for full year in 1944-45 as against for a few months in 1943-44; increase in rate of travelling allowance; set off by decrease due to acting promotion of the Chief Engineer as General Manager for about 6½ months in the current year as also to deputation of an officer for the Wagon Assembly Plant work at Hyderabad (Sind).

(b) (1) *Ordinary Repairs and Maintenance.*—Jodhpur Railway (Jodhpur Section).—The increase is due to repairs to heavy breaches, station and workshop buildings and officer's bungalow, revision of scales of pay of Permanent Way staff, special repairs to signalling and interlocking works and repairs to Jawai River Bund counterbalanced by saving due to gangs having worked under strength due to shortage of labour and to less expenditure on up-keep of tools and plant.

(b) (2) *Ordinary Repairs and Maintenance.*—Jodhpur-Hyderabad Railway (British Section).—The decrease is mainly due to gangs having worked under strength due to shortage of labour and postponement of certain works to a later year as a measure of war economy counterbalanced by increase due to a special writeback adjustment of the share of expenditure on the renewals and replacements of joint assets, the capital cost of which was provided by the Jodhpur Darbar and which was, in the past charged to the Depreciation Reserve Fund of the British Section by debit to this head and credit to Depreciation Reserve Fund in pursuance of Railway Board's instructions.

Locomotive.—The increase of Rs. 1,81,881/- under this head is made up as shown below:—

	Rs.
(a) General Administration	23,642/-
(b) Ordinary Repairs and Maintenance	1,12,646/-
(c) Operating expenses	2,70,885/-

(a) *General Administration.*—The increase is mainly due to acting promotions to officers in connection with the Chief Mechanical Engineer's leave for six months, temporary creation of the posts of Fuel Economy Officer, Boilermaker Chargeman, Assistant Mill Wright Foreman and Fuel Chargeman, revision of scales of pay of certain categories of staff with effect from 1-4-43 and payment of arrears thereof in the current year, usual annual increments, engagement of certain temporary staff and increase in rates and scope of dearness allowance.

(b) *Ordinary repairs and Maintenance.*—The decrease is mainly due to strict economy effected in the use of material, less repairs to engines and machines and to a special writeback adjustment by credit to Jodhpur Railway (Jodhpur Section) working expenses and debit to "Reconstruction Fund" of the amount so far credited to this Fund, consequent on the decision of the Government of Jodhpur to create and maintain this Fund outside the Railway Accounts,

counterbalanced by increase due to a special writeback adjustment of the share of expenditure on the renewals and replacement of joint assets, the capital cost of which was provided by the Jodhpur Darbar and which was in the past, charged to the Depreciation Reserve Fund of the British Section by debit to this head and credit to Depreciation Reserve Fund in pursuance of Railway Board's instructions.

(c) *Operating expenses*.—The increase is due to revision of scales of pay of certain categories of staff with effect from 1-4-43 and payment of arrears thereof in the current year, rise in the cost of coal, more consumption of coal, increase in the rate of surcharge tax on coal, increase in the rate of handling charges, increase in rates and scope of dearness allowance counterbalanced by saving due to more credit received for providing engine power for the Bombay-Baroda and Central India Railway passenger trains on Kuchaman Road-Phulera Section.

Carriage & Wagon.—The decrease of Rs. 3,28,789/- is made up as shown below:—

	Rs.
(a) General Administration	14,517/-
(b) Ordinary Repairs and Maintenance	—3,44,827/-
(c) Operating expenses	1,521/-

(a) *General Administration*.—The increase is mainly due to acting promotions to officers in connection with the Chief Mechanical Engineer's leave for 6 months, temporary creation of the posts of Fuel Economy Officer, Boiler-maker Chargeman, Assistant Mill Wright Foreman and Fuel Chaugeman, revision of the scales of pay of certain categories of staff with effect from 1-4-43 and payment of arrears thereof in the current year, usual annual increments, engagement of certain temporary staff and increase in rates and scope of dearness allowance.

(b) *Ordinary repairs and Maintenance*.—The saving is mainly due to less repairs to coaching and goods stock and to a special writeback adjustment by credit to Jodhpur Railway (Jodhpur Section) working expenses and debit to "Reconstruction Fund" of the amount so far credited to this Fund, consequent on the decision of the Government of Jodhpur to create and maintain this Fund outside the Railway Accounts, counterbalanced by increase due to a special writeback adjustment of the share of expenditure on the renewals and replacements of joint assets, the capital cost of which was provided by the Jodhpur Darbar and which was in the past, charged to the Depreciation Reserve Fund of the British Section, by debit to this head and credit to Depreciation Reserve Fund and to increase in shop on-cost charges due to application of revised scales of pay from 1-4-43.

(c) *Operating expenses*.—The increase is mainly due to usual annual increments and increase in rates and scope of dearness allowance, counterbalanced by saving due to less losses on stores.

Traffic.—The decrease of Rs. 3,54,320/- is made up as follows:

	Rs.
(a) General Administration	10,225/-
(b) Ordinary Repairs and Maintenance	3,634/-
(c) Operating expenses	—3,68,179/-

(a) *General Administration*.—The increase is due to revision of the scales of pay of certain categories of staff with effect from 1-4-43 and payment of arrears thereof in the current year, usual increments

and enhancement in rates and scope of dearness allowance counterbalanced by saving due to transfer of Mr. G. T. Simpson as Deputy General Manager and to the death of a senior scale officer.

(b) *Ordinary Repairs and Maintenance*.—The increase is mainly due to rise in the cost of material and supply of ropes to the Wagon Assembly Yard, Hyderabad (Sind).

(c) *Operating expenses*.—The decrease is mainly due to payment of arrears to the North Western Railway in 1943-44 on account of joint station expenses at Hyderabad (Sind) against no such payment in 1944-45, more credits received on account of Conference Hire and Penalty charges on interchanged stock, counterbalanced by increase due to revision in scales of pay of certain categories of staff and payment of arrears thereof in the current year, heavier payment of compensation claims and enhancement of rates and scope of dearness allowance.

Agency and other Departments.—The increase of Rs. 37,329/- is made up as shown below:—

	Rs
(a) General Administration	35,831/-
(b) Ordinary Repairs and Maintenance ..	1,498/-

(a) *General Administration*.—The increase is mainly due to payment of leave salary of the ^{late Mr. J. W. Gordon} late Manager, creation of the posts of Secretary and Assistant Secretary to the General Manager and Deputy General Manager, and a Second Assistant Auditor, usual annual increments to staff, engagement of certain additional staff, revision in scales of pay of certain categories of staff from 1-4-13 and payment of arrears thereof in the current year and enhancement of rates and scope of dearness allowance.

(b) *Ordinary Repairs and Maintenance*.—The increase is mainly due to rise in the cost of furniture and office equipment.

Miscellaneous.—The decrease of Rs. 93,493/- is made up as shown below:—

	Rs
(a) General Administration	-77,192/-
(b) Operating expenses	-16,301/-

(a) *General Administration*.—The decrease is mainly due to payments made in the previous year to the Legal counsels engaged for the Railway Administration and the staff in connection with the "Railway Staff Grievances Enquiry Committee", payment of special contribution to Provident Fund to an officer in the previous year, reduction in Air-raid Precaution expenditure and less loss on working the Provision shops, counterbalanced by increase due to extension of Provident Fund benefits to inferior staff of three year's service.

(b) *Operating expenses*.—The decrease of Rs. 16,301/- is mainly due to less freight charges.

Electrical Service.—The increase of Rs. 13,103/- is made up as shown below:—

	Rs.
(a) General Administration	507/-
(b) Ordinary Repairs and Maintenance ..	11,874/-
(c) Operating expenses	722/-

(a) *General Administration*.—The increase, being trifling, calls for no remarks.

(b) *Ordinary Repairs and Maintenance*.—The increase is mainly due to increased expenditure on train lighting equipment:

(c) *Operating expenses*.—The increase, being trifling, calls for no remarks.

Replacements and Renewals.—The decrease of Rs. 72,32,244/- is due to—

Abstract A.—Jodhpur Railway (Jodhpur Section).—Due to less wooden sleepers having been received from the Pool in 1944-45 resulting in less expenditure, less renewal of Permanent Way Units in 1944-45 on account of gangs having worked understrength and to a special writeback adjustment by credit to this head and debit to "Reconstruction Fund" of the amount so far credited to this Fund, consequent on the decision of the Government of Jodhpur to create and maintain this Fund outside Railway Accounts counterbalanced by increase in expenditure on River Training works to the Luni River for Bridge No. 3 on the Raniwara Branch.

Abstract A.—Jodhpur-Hyderabad Railway (British Section).—Due mainly to a special writeback adjustment of the share of expenditure on renewals and replacements of joint assets, the capital cost of which was provided by the Jodhpur Darbar and which was in the past charged to the Depreciation Reserve Fund of the British Section, by debit to Ordinary Working Expenses and credit to this head in pursuance of Railway Board's instructions

Abstracts B and C.—Due mainly to the same reasons as explained under Abstract A, Jodhpur-Hyderabad Railway (British Section).

10. Further Analysis of working Expenses.—The figures of total working expenses may be further analysed as under:—

H e a d s .	1943-44.			1944-45.			DIFFERENCE.	
	Jodhpur Railway (Whole System).	Jodhpur Railway (Jodh- pur Sec.)	Jodhpur Hydera- bad Ry. (British Section).	Jodhpur Railway (Whole System.)	Jodhpur Railway (Jodh- pur Sec.)	Jodhpur Hydera- bad Ry. (British Section.)	In- crease.	De- crease.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
General Administration.	21,56,538	18,98,976	7,57,562	21,74,651	14,26,857	7,47,794	18,113	..
Ordinary Repairs and Maintenance.	28,88,275	21,01,388	7,56,887	25,71,314	10,31,035	15,40,309	..	3,16,931
Operating expenses other than fuel.	25,03,575	13,87,476	11,16,399	21,19,774	11,41,821	9,77,950	..	3,84,101
Fuel	11,22,113	7,31,687	3,90,426	13,01,892	9,14,193	4,80,669	2,72,749	..
Replacements and Renewals.	21,90,220	23,31,898	1,55,322	17,12,621	10,39,950	7,02,074	..	72,32,244
Total	1,11,61,021	79,51,425	32,06,596	55,18,607	47,39,950	30,44,448	..	76,42,414
Deduct.—Non-Budget worked lines	..	..	..	..	..	..	..	..
Surplus	—12,462	—29,916	+17,451	+1,11,614	+1,25,654	—14,010	1,24,103	..
Net working expenses	1,11,48,559	79,21,509	32,24,050	56,30,251	48,44,193	30,30,638	..	175,15,368

11. Capital Expenditure.—The table below gives the total expenditure (excluding construction and suspense) against final heads for the year 1944-45 as also similar information for the previous year.

Heads.	Jodhpur Railway (Whole System).			Jodhpur Railway (Jodhpur-Section).			Jodhpur-Hyderabad Railway (British-Section).		
	1943-44.	1944-45.	Difference.	1943-44.	1944-45.	Difference	1943-44.	1944-45.	Difference
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Preliminary expenses.	..	..	..	..	..	..	..	..	..
2. Land ..	198	—433	—631	186	161	—22	12	—597	—609
3. Structural Engineering works ..	24,418	1,83,020	+1,58,602	50,254	2,14,155	+1,63,901	—25,836	—31,135	—5,299
4. Equipment	6,217	23,642	+17,425	6,216	23,642	+17,426	1		—1
5. Rolling Stock ..	60,409	63,964	+3,555	60,409	63,964	+3,555			
6. General charges ..	..	..	..	..	..	..	..	..	..
7. Collateral.	..	..	..	..	..	..	..	..	..
8. Miscellaneous ..	..	..	..	..	..	..	..	..	..
Purchase price of Khadro line.	..	..	..	..	..	..	..	..	..
Total	91,242	2,70,193	+1,78,951	1,17,065	3,01,925	+1,84,860	—25,823	—31,732	—5,909

12. Passenger traffic earnings.—The passenger traffic earnings of the Railway amounted to Rs. 82,42,654/- as compared with Rs. 79,02,834/- during the previous year resulting in an increase of Rs. 3,39,820/-.

Railways.	Class.	NUMBER.			EARNINGS.		
		1943-44.	1944-45	Difference.	1943-44	1944-45.	Difference.
		No.	No.	No.	Rs.	Rs.	Rs.
Jodhpur Railway (Whole System).	1st	14,729	18,806	+4,077	2,33,670	2,53,013	+19,343
	2nd	112,136	133,332	+21,196	8,00,748	8,93,071	+92,323
	Inter.	475,849	601,939	+126,090	5,23,737	6,22,391	+98,654
	3rd	6,519,088	6,584,127	+65,039	63,44,679	64,67,179	+1,22,500
Jodhpur Railway (Jodhpur Section)	1st	11,237	11,159	—78	1,59,389	1,70,815	+11,426
	2nd	51,015	70,454	+19,439	5,11,506	5,73,853	+62,347
	Inter.	104,050	128,980	+24,930	1,94,832	2,19,303	+24,471
	3rd	3,363,051	3,603,018	+239,967	40,32,791	41,77,209	+1,44,418
Jodhpur-Hyderabad Railway (British-Section).	1st	9,445	10,805	+1,360	74,281	82,198	+7,917
	2nd	78,925	90,325	+11,400	2,89,242	3,19,218	+29,976
	Inter.	382,517	484,186	+101,669	3,28,905	4,10,031	+81,126
	3rd	3,424,770	3,308,034	—116,736	23,11,888	22,89,970	—21,918

The all round increase in the earnings is due to greater movement of passengers except in the third class earnings of Jodhpur-Hyderabad Railway (British Section) which is due to fall in local traffic during the year under review.

13. Goods traffic earnings.—The total goods earnings of the Railway amounted to Rs. 94,08,707/- as compared with Rs. 98,73,391/- during the previous year. The decrease, therefore, amounts to Rs 4,64,684/-.

14. Tonnage carried.—The tonnage carried was 1,277,335 tons against 1,333,452 tons during the previous year, resulting in a decrease of 56,117 tons.

15. The following table shows tons carried and earnings derived therefrom for the railways comprising the system.

Railways	Tons Carried.			Earnings.		
	1943-44.	1944-45.	Difference.	1943-44.	1944-45.	Difference.
Jodhpur Railway (Whole System)..	Tons. 1,333,452	Tons. 1,277,335	Tons. —56,117	Rs. 98,73,391	Rs. 94,08,707	Rs. —4,64,684
Jodhpur Railway (Jodhpur Section).	1,043,588	1,023,268	—20,320	66,85,700	63,47,094	—2,98,606
Jodhpur Hyderabad Railway (British Section)	622,924	585,180	—37,744	31,87,691	30,21,613	—1,66,078

16. The table below gives the tonnage hauled and the earnings together with similar figures for the year 1943-44.

The explanations for increases and decreases are given for the

Commodities.			Jodhpur Railway (Jodhpur Section).			Jodhpur-Hyderabad Railway (British Section).		
			1943-44.	1944-45.	Increase + Decrease—	1943-44.	1944-45.	Increase + Decrease—
1. Coal and Coke and patent Fuel.	Tons. Rs.		15 29	19 31	+ 4 — 5	4 6	4 6	....
2. Oil fuel	Tons. Rs.		1 7	1 10	.. — 3	2 12	2 11	.. — 1
3. Firewood and other fuel.	Tons. Rs.		24 61	38 89	— 14 + 28	15 33	15 40	.. + 7
4. Rice in the husk ..	Tons. Rs.		.. ..	.. ..	.. ..	1 4	1 3	.. — 1
5. Rice not in the husk ..	Tons. Rs.		7 78	8 80	+ 1 + 7	19 96	20 1,03	+ 1 + 7
6. Gram and Pulses ..	Tons. Rs.		23 1,64	42 2,90	+ 19 + 1,26	12 41	21 82	+ 9 + 38
7. Wheat	Tons. Rs.		73 4,48	51 3,69	— 19 — 79	102 3,63	111 4,94	+ 9 + 1,31
8. Jawar and Bajra ..	Tons. Rs.		26 2,20	12 1,04	— 14 — 1,16	8 21	8 31	.. + 2
9. Other Grains ..	Tons. Rs.		13 69	20 1,41	— 7 — 72	7 44	11 65	+ 4 + 21
10. Marble and Stone ..	Tons. Rs.		179 7,25	151 6,61	— 28 — 64	6 15	4 15	— 2 ..
11. Salt	Tons. Rs.		57 3,13	53 2,82	— 4 — 31	6 18	7 17	+ 1 — 1
12. Sugar refined and un- refined	Tons. Rs.		11 1,21	10 1,32	— 3 + 8	12 51	4 26	— 8 — 25
13. Wood unwrought ..	Tons. Rs.		5 30	5 28	.. — 2	3 16	3 14	.. — 2
14. Metallic Ores ..	Tons. Rs.		.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
15. Oil Seeds	Tons. Rs.		64 6,08	74 7,12	+ 10 + 1,04	97 3,67	80 3,16	.. — 51
16. Cotton Raw, Pressed ..	Tons. Rs.		21 4,21	18 3,73	— 3 — 48	58 4,37	43 3,45	— 15 — 92
17. Petrol in bulk ..	Tons. Rs.		3 85	4 73	— 1 — 12	2 40	2 33	.. — 7
18. Kerosene oil in bulk ..	Tons. Rs.		.. 1	.. ..	.. — 1	....	....	....
19. Cement	Tons. Rs.		3 25	3 25	.. ..	3 17	3 17	....
20. Cotton Raw, Unpressed.	Tons. Rs.		.. 3	.. 4	.. + 1	41 2,91	26 1,97	.. — 15
21. Cotton Manufactured ..	Tons. Rs.		21 3,53	15 2,23	— 6 — 1,30	13 1,74	7 90	.. — 6
22. Fodder	Tons. Rs.		11 62	9 50	— 2 — 12	9 27	5 11	— 4 — 13
23. Fruits and vegetables, fresh.	Tons. Rs.		17 1,51	17 1,60	.. — 9	15 72	12 69	— 3 — 3
24. Gur, Jaggree, Molasses, (not in bulk) ..	Tons. Rs.		12 1,08	22 2,09	— 10 — 1,01	5 20	5 34	.. + 14
25. Jute Raw	Tons. Rs.		.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
26. Jute Manufactured ..	Tons. Rs.		5 78	4 64	— 1 — 14	10 58	8 51	.. — 2
27. Iron and Steel ..	Tons. Rs.		11 1,46	12 1,57	— 1 + 41	9 66	10 81	+ 1 + 15
28. Kerosene Oil in tins ..	Tons. Rs.		4 72	5 92	+ 1 + 10	4 34	5 42	+ 1 + 8
29. Petrol in tins ..	Tons. Rs.		1 15	1 13	.. — 2	1 9	1 7	.. — 2
30. Tobacco	Tons. Rs.		2 41	2 38	.. — 3	2 24	2 23	.. — 1
31. Provision	Tons. Rs.		20 2,81	21 2,57	+ 1 — 6	15 1,29	15 1,61	.. + 35
32. Vegetable oil ..	Tons. Rs.		3 33	4 40	+ 1 + 7	3 28	4 20	.. + 1
33. Other commodities ..	Tons. Rs.		95 13,03	78 7,57	— 17 — 5,46	15 1,84	10 3,41	.. — 1,43
34. Military Stores ..	Tons. Rs.		134 3,45	161 4,02	+ 28 + 57	55 1,23	33 1,22	.. — 22
35. Live stock	Tons. Rs.		2 46	2 58	.. + 12	1 14	1 5	.. — 9
36. Railway Materials for Foreign Railway and Home Line Construction.	Tons. Rs.		11 29	47 2,20	+ 36 + 2,01	1 5	40 1,03	.. + 36
37. Fuel on Revenue account.	Tons. Rs.		72 1,05	68 1,62	— 4 + 57	21 19	23 23	+ 2 + 4
38. General Stores and Mate- rial on Revenue account.	Tons. Rs.		49 49	42 59	— 7 — 20	12 13	9 8	— 3 — 5
Total	Tons. Rs.		1,944 67,56	1,923 63,68	— 21 — 2,88	623 11,57	545 30,21	— 38 — 1,66

thereof from principal commodities during the year under review
whole system. (Figures in thousands.)

Jodhpur Railway (Whole System).			Reasons for increases or decreases in freight.
1943-44.	1944-45.	Increase + Decrease—	
15 35	19 40	+ 4 + 5	More foreign inward traffic.
3 19	2 21	+ 1 + 2	
39 91	54 120	+ 15 + 35	Greater local and interchanged traffic.
1 4	1 3	.. — 1	
19 1,69	21 1,83	+ 2 + 14	More foreign inward and cross traffic.
25 2,08	44 3,72	+ 19 + 1,64	Greater cross traffic.
124 8,11	134 8,63	+ 10 + 52	Greater local and cross traffic.
29 2,49	15 1,35	— 14 — 1,14	Less local, foreign outward and cross traffic.
14 1,13	22 2,06	+ 8 + 93	Increased local and cross traffic.
182 7,40	151 6,76	— 31 — 64	Fall in local and foreign outward traffic.
59 3,31	54 2,99	— 5 — 32	Less foreign outward and cross traffic.
16 1,75	11 1,58	— 5 — 17	Decrease in cross traffic.
8 46	7 42	— 1 — 4	
..	
109 9,75	95 10,28	— 14 + 53	Rise in interchanged and longer lead foreign outward traffic.
62 8,58	46 7,18	— 16 — 1,40	Fall in foreign outward and cross traffic.
3 1,25	4 1,06	+ 1 — 19	Less longer lead cross traffic.
..	
1	..	— 1	
5 42	5 42	.. ..
41 2,94	26 2,01	— 15 — 93	Less local traffic.
23 5,27	16 3,13	— 7 — 2,14	Reduced foreign inward and cross traffic.
14 89	10 64	— 4 — 25	Less foreign outward traffic.
23 2,23	20 2,29	— 3 + 6	More longer lead foreign inward and cross traffic
15 1,28	27 2,43	+ 12 + 1,15	Improved foreign inward traffic.
..	
12 1,36	19 1,15	— 2 — 21	Fall in cross traffic.
12 2,12	14 2,68	+ 2 + 56	Greater foreign inward traffic
5 1,06	6 1,34	+ 1 + 28	More foreign inward and cross traffic.
1 24	1 20	.. — 4	
3 65	3 61	.. — 4	
24 4,10	26 4,51	+ 2 + 41	Greater foreign inward and cross traffic.
5 61	6 69	+ 1 + 8	Greater foreign inward traffic.
115 17,87	92 10,98	— 23 — 6,89	
137 4,73	102 5,24	+ 25 + 51	More local and foreign outward traffic.
2 60	2 43	.. — 17	Less foreign outward and cross traffic.
11 37	54 3,33	— 43 + 2,96	More carriage of materials for foreign railways on account of the movement of U. S. A. wagons.
74 1,84	70 1,85	— 4 + 1	
1,04 62	48 37	— 56 — 25	Less carriage of revenue stores.
1,334 98,73	1,278 94,09	— 56 — 4,64	

17. Analysis of the Trends of Statistics of Work Done (Passenger Miles and Net Ton Miles) and Earnings during the year as compared with the Previous Year.—See items 19 to 30 of Chapter I, Para I.

18. Effects of the War on Earnings and Expenditure.—

(a) *Traffic Department*.—The loading of cotton seed and stone was largely restricted to open stock and foreign railway non-pooled wagons. Large quantities of the former are still lying uncleared in Sind.

(b) *Engineering Department*.—Only urgent works were undertaken due to shortage of labour and to restriction on the transport of materials. Rates for all classes of labour employed on structural works went up considerably (the rates for cooly and skilled labour being about 140% and 100% respectively above the pre-war rates). The output per head also decreased resulting in the cost of structural works being about 200% above the pre-war level.

CHAPTER III

NEW CONSTRUCTIONS AND ENGINEERING.

19. Mileage of Lines Opened or Sanctioned in 1944-45.—Nil.

20. Surveys and Lines Under Construction in 1944-45.—Nil.

21. Lines Closed During 1944-45.—Nil.

22. Open Line Improvements.—Nil.

23. Important Works Sanctioned.—Nil.

24. Important Works Undertaken.—The following works were undertaken during the year under review:—

JODHPUR RAILWAY (JODHPUR SECTION).

- (1) Remodelling Parlu-Gole Section.
- (2) Remedial measures between Merta Road-Raika Bag Palace.
- (3) Repairs and alterations to Luni River Bridge on Samdari-Raniwara Branch.

JODHPUR-HYDERABAD RAILWAY (BRITISH SECTION).

Nil.

CHAPTER IV.

TRANSPORTATION.

A.—Operating.

25. Train Miles.—The statement below shows the train miles for the year as compared with those for the previous year:—

Trains.	1943-44.	1944-45.	Difference.	Reasons for variations.
	Miles.	Miles.	Miles.	
Passenger ..	354,081	349,659	-4,422	Due to the cancellation of and changes in the running of certain passenger and mixed trains.
Mixed ..	909,152	893,112	-16,040	
Goods ..	486,165	492,572	+ 6,407	
Departmental ..	17,971	12,527	-5,444	Due to the running of less ballast trains.
Total.	1,767,369	1,747,870	-19,499	

26. Passenger Trains.—**(A) Important changes made.—**

- (i) Mail and Express trains.— Nil.
- (ii) Suburban trains.— Nil.
- (iii) Other passenger trains and mixed trains.— Nil.
- (iv) Reduction in passenger train services.— The following reductions were made with regard to train services:—

(1) Langni halt at Mile 6/12-13 between Salih Bhambro and Pithoro was closed from 17-7-44.

(2) Khed temple halts at Mile 212/2 between Balotra and Tilwara were restricted to, days of full moon in the case of 9 Up Mixed and for these days and the day following in the case of 10 Down Mixed.

(3) The daily stoppage of 63 Up and 64 Down Mixed, at certain stations and also the daily running of these trains between Phalodi and Pokaran were restricted to three days in a week from 17-7-44 and 16-9-44 respectively.

(4) The daily halts of 13 Up and 14 Down at Deswal and also the daily running of these trains between Merta Road and Chilo Junction were reduced to three days in a week from 17-7-44 and 1-9-44 respectively.

(5) The daily running of 15 Up and 16 Down between Mirpurkhas and New-Chhor was restricted to three days only in a week from 1-9-44.

(6) 39 Up and 34 Down, 73 Up and 74 Down were cancelled from 1-9-44.

(7) The stoppage of 1 Up Mail, at certain stations, was cancelled from different dates, with a view to improve the punctuality of train working at Marwar-Junction.

(B) Punctuality of Passenger trains.—The percentages of passenger trains not losing time during the last two years compare as under:—

Year.	Mail trains.	Mixed trains.	Other passenger trains.
1943-44.	85.1	87.6	84.0
1944-45.	65.1	80.7	66.6

The fall in percentages was mainly due to:—

(a) Mail trains.— (i) Late arrival of 1 Up at Jodhpur due to late departure from Chilo Junction and shunting at Merta Road.

(ii) Late arrival of 3 Up at Hyderabad (Sind) due to the late arrival of 2 Down of the B.B. & C.I. Railway and parcel transshipment at Marwar Junction, and late running of Jodhpur Railway 5 Up.

(b) Mixed trains.— (i) Late running of 45 Up and 46 Down on account of extra work due to reduction of train services.

(ii) Late running of 64 Down due to keeping connection with 2 Down at Jodhpur.

(c) Other passenger trains.— (i) Late running of 5 Up from Phulera due to late arrival of 8 Down, as the engine of this train works 5 Up. The late running is also due to extra shunting and Mail loading at Jodhpur.

(ii) Late running of 6 Down due to late arrival of 4 Down at Luni Junction and waiting to cross 5 Up at Jalsu or Degana.

27. Goods Trains.—

(a) *Action taken generally to accelerate the services (speed) also in regard to the loads handled.*— Omnibus loading is being tried at Gadra Road where large stocks of gawar are being booked for the up direction (to wards Sind). Goods trains carrying empties towards Sind for wheat traffic are halted at Gadra Road for a period sufficient to allow loading during the halt to avoid shunting and detention to wagons.

(b) *Extension of long distance services and express goods service.*— No change.

28. **Stock Usage.**— Maximum usage is being made to all empty wagons by loading them en-route in the direction of their destination.

29. **Engine Usage.**— Statistical details are given below.—

	1943-44.	1944-45.
1. Engine miles per day per engine in use.	100	93
2. Engine miles per day per engine on line.	71	66
3. Net ton miles per goods locomotive day on line.	9,125	8,733
4. Net ton miles per goods locomotive day in use.	13,966	13,156
5. Percentage of engines, under or awaiting repairs in mechanical and transportation workshops... ..	12.4	11.7

30. Wagon Usage.—

(a) *Measures taken to obtain better wagon loads for wagons with detail of any 'Nominated arrangements' introduced.*— Action was taken to increase the load of T.R. Vans to 160 Mds. or half the carrying capacity of the wagon used. This is checked by wagon chasers.

Measures taken during previous years continued with the exception that at Jodhpur amendments were made for nominated loading days which give concentrated loads to the wagons.

(b) *Steps taken to improve the turn round of wagons, also to reduce the time wagons were out of commission.*— Wagon chasers were specially selected in the busy seasons to check the station yards and expedite unloading and release of wagons

Controllers meetings were held to discuss means and ways for expediting the turn round of wagons. Endeavours are constantly being made to achieve the best possible results.

31. **Effects of Intensive Usage of Wagon Stock on its Condition** — The intensive usage of wagons caused more wear and heavier repairs.

The cost of ordinary repairs and maintenance per wagon (4-wheeler) was Rs. 59.6 in the year under review against Rs. 46.9 in the previous year.

32. **Reduction in Wagons Loaded with "Smalls".**— It was not found necessary to cause extra inconvenience to the Public by stopping

booking of smalls, when 9th class traffic was restricted in full wagon loads. T.R. Vans can now only be booked at tranship stations and some of the bigger commercial stations (Jodhpur, Hyderabad (Sind), Mirpurkhas and Marwar Pali). Two stations vans are also disallowed on the Samdari—Raniwara, Merta Road—Chilo Junction, Pipar Road—Bilara and Phalodi—Pokaran Branches.

Statistical details are given below:—

Railway.	No. of wagons loaded with "smalls"		Percentage reduction in comparison with 1943-44.	The No. of wagons loaded with "smalls" expressed as a percentage of the total number of wagons loaded.	
	1943-44.	1944-45.		1943-44.	1944-45.
Jodhpur Railway.	15,898	15,783	—0·7	14·2	15·2

33. Wagon Position in the Pool.—During the year 1944-45, severe shortage of wagons was experienced. A Jodhpur Railway Cotton Transport Advisory Committee consisting of representatives from the factories in Sind and the Deputy Traffic Manager Transportation was formed to tackle the situation arising out of the shortage of wagons in Sind. The supply of wagons for "Cotton full pressed" and "Cotton seed" was arranged by allotments and on permits respectively resulting in situation easing considerably.

The booking of lower priority traffic was also restricted.

This railway was assisted by the Director of Wagon Interchange, New Delhi, by reducing its target to a considerable extent, and War Department wagons were also allowed latterly to be loaded indiscriminately to any station situated on B. B. & C. I. Railway.

34. Operating Position.—There was an acute shortage of wagons during the year owing to the credit balances which were previously 600 being reduced to 400, 200 and finally to 110 resulting in an average daily shortage of 523 wagons during the first half of the year and 2,315 wagons during the 2nd half against supply demands.

The B. B. & C. I. Railway continued to impose restrictions on 9th class traffic, presumably due to the extreme shortage of wagons. These restrictions caused a considerable amount of un-economical empty running on the Jodhpur—Kuchaman Road Section especially of non-pooled coal wagons.

35. Rationalisation of Transport Through a System of Priorities.—A priority list of goods which had been framed in the previous year is being acted upon. This priority list is closely related to that in force on the B. B. & C. I. Railway so that each priority class is practically identical. Station Masters have instructions to book the higher priority commodities in preference and lower priority traffic is restricted when it is not possible to deal with all the traffic.

36. Policy of Wagon Allotment and Their Distribution Generally with Special Reference to the Transport of Food Grains and Coal:—No change except that special allotments were made for clearance of full pressed cotton bales and cotton seeds on the recommendation of the Jodhpur Railway Cotton Transport Committee.

37. Special Efforts made to Improve Transportation Services in Order to meet Additional Demands on Rail Transport.—(i) The load of 51 Up Mixed for EE class engines was increased from 15 to 20 four-wheelers from 21-7-1944.

(ii) The load of 9 Up Mixed was increased as follows from 7-11-44:—

Balotra-Khokhropar ..	from 30 to 35 four-wheelers.
Khokhropar-Chhor ..	from 35 to 40 four-wheelers.
Chhor-Hyderabad (Sind)	from 30 to 35 four-wheelers.

The increased load is applied for the clearance of fresh fruit wagons and Bogie Petrol tanks.

(iii) The load of 15 Up and 16 Down was increased from 30 to 35 four-wheelers between Mirpurkhas and Pithoro to keep Pithoro clear.

B.—Commercial.

38. Important Alterations in Rates and Fares.—

(a) for passengers and parcels.—Nil.

(b) for goods traffic.—

(1) Rates quoted by the shortest route to save unnecessary haulage:—

(i) Special rates for cotton seeds from certain stations in Sind to via Nawabshah for traffic to certain stations on the North Western Railway were quoted in equalisation with the rates obtaining via Hyderabad (Sind) to allow the traffic to move by the shortest route.

(ii) The adjusted goods class rates between via Cawnpore Central Goods Shed and Karachi City or Kiamari (via Kuchaman Road and Hyderabad (Sind)) were made inapplicable to traffic from and to stations on the B.N. Railway and via to enable the traffic to move by the shorter route via Nagpur, Ujjain, Chitorgarh, Phulad and Hyderabad (Sind).

(2) The Schedule C/Q rate for coal ashes applicable in local booking was extended to apply to via Chilo Junction and via Sujangarh for traffic to stations on the Bikaner State Railway in order to avoid rebooking at Chilo Junction and Sujangarh.

39. Special Efforts to Secure Better Wagon Loads.—See para. 30 (a).

40. Co-ordination of Road, Rail and Water Transport. — No special measures were taken.

41. Running of Road Services Departmentally or in conjunction with Rail, Road Joint Stock Companies formed or under the "Tied Mileage System".—Nil

42. Efforts made to Feed War Industries.—Necessary priority was given in wagon supplies.

43. Closer contact with business interests.—Informal meetings between railway officers and traders at important centres on this railway were held to keep the traders in touch with the current transport position and to enable them to apprise the Railway Administration of any difficulties experienced by them on account of booking restrictions, delays to traffic in transit or other difficulties resulting from War conditions.

See para 2 of Chapter I and paras 33 and 36 of Chapter IV also.

44. Claims for compensation and refunds.—

A. Claims for compensation.—5,485 claims were received against 4,653 in the previous year. An increase of 832 or 18.9% is due to the following reasons:—

- (1) Increase in traffic.
- (2) Delays and misdespatches in transit due to the abnormal pressure of traffic resulting in claims for non-receipt.
- (3) Increased use of open stock for grains and cotton seeds traffic due to shortage of covered wagons.

The average time taken in disposal of a claim was 90 days.

B. Claims for refunds.—In the year, under review, 2,175 claims for refund of overcharges were dealt with against 2,405 in the previous year. There was thus a decrease of 230 cases or 9.56%. The decrease is due partly to more refunds having been allowed by stations at the time of delivery and partly to correct invoicing of freight charges.

The total amount of overcharge refunded was Rs. 23,272/13/3 against Rs. 23,417/10/6 in the previous year. The decrease of Rs. 144/13/3 or 0.66 % is negligible and therefore requires no explanation.

The average time taken in settlement of a claim is 57.87 days or 1 month 28 days.

483 claims were on hand at the close of the year under review.

The following are some of the details:—

STATEMENT A.

Particulars.	1944-45.
1. Number of cases involving compensation for goods or parcels lost, damaged, or delayed, carried over as unsettled at the close of the preceding year.	1,288
2. Number of claims received (and re-opened) for compensation on account of goods and parcels lost damaged or delayed during the current year.	5,485
3. Number of claims referred to in item 1 and 2 settled during the year.	4,861
4. Balance outstanding as unsettled at the close of the year.	1,912
5. Net amount paid in compensation (on account of items 1 & 2).	Rs 58 082
6. Percentage sum paid in compensation (item 5) bore to gross earnings.	0.53
7. Average time taken in settlement of claims shown under item 1 and 2.	90 days

STATEMENT B.

Particulars	1944-45.	
	No.	Value
1 Claims paid on account of goods lost	1,285	Rs. 56,892
2 " " " " " " stolen	125	3,516
3. " " " " " " damaged by wet .. .	8	685
4. " " " " " " " " " " fire ..	2	165
5. " " " " " " " " " " breakage ..	16	437
6. " " " " " " parcels and luggage lost and stolen	292	10,707
7. " " " " " " other causes	271	17,064

45. Comments on action taken to cope with the heavy increase in claims and also details of preventive action taken to reduce the number of claims received.—The claims staff was increased from time to time to cope with the continually increasing work in the claims office since the outbreak of war. The number of staff in the claims office at the close of the year under review represented an increase of a little over 300% over the pre-war strength and an increase of 20% over the number at the close of the preceding year.

As regards preventive measures to reduce claims, the Watch and Ward Department has been strengthened and reorganised to permit of a more effective check being exercised on thefts and pilferage at tranship points and at important loading and unloading stations. Staff responsible for claims are debited with a part of the claim amount suffered by the Railway on account of their negligence or are otherwise punished with a view to minimise claims resulting from their negligence. Instructions are also issued to the staff from time to time enjoining observance of special precautions in the handling and storage of goods specially liable to damage, pilferage or theft and goods liable to damage by wet during the monsoon.

46. Mela Traffic.—The following important fairs were held during the year:—

- (1) Ramdeo Cattle fair at Nagaur.
- (2) Ramdeo fair at Ramdeora.

No special trains were run.

47. Collaboration with provincial transport boards and regional controllers of Railway priorities.—Close co-operation was maintained with the other regional controllers and the movement of non-essential commodities considerably reduced.

48. Special facilities offered for transport of specific commodities to meet shortage conditions or in deference to public demands.—Four full rakes of high capacity wagons have been placed at the disposal of the Jodhpur Public Works Department.

49. Success achieved with regard to the prevention of ticketless travel.—To combat the evil of ticketless travel, the strength of Travelling Ticket Examiners was further increased with a view to intensifying the check of passenger trains on certain sections of the railway and for carrying out surprise check of important passenger trains by a flying squad. Both these measures have proved successful, the results for the year showing an increase in the number of cases detected by 5,328 resulting in an increase in collections by Rs. 50,624/- over the figures for the year 1943-44.

CHAPTER V.

Rolling Stock and Materials.

50. Additions to equipment.—

(a) *Locomotives*.—Nil.

(b) *Coaching stock*.—Nil.

(c) *Goods stock*.—Forty three wagons returned from overseas were placed on the line after overhaul.

51. Number and tractive efforts of locomotives.—A statement is given below:—

Class of engines.						Total No.	Tractive efforts of each.	Total Tractive efforts.
							lbs.	lbs.
T.	..	..	..	..	..	3	15,541	46,623
F. E.	..	..	..	..	..	7	8,450	59,150
F/S.	..	..	..	..	..	9	11,760	105,840
F.	..	..	..	..	..	3	9,685	29,055
F. O./S.	..	..	..	..	..	5	9,430	47,150
F. O.	..	..	..	..	..	7	7,766	54,362
Q.	..	..	..	..	..	4	8,351	33,404
M.	..	..	..	..	..	4	13,922	55,688
M. S.	..	..	..	..	..	10	17,952	179,520
P./S.	..	..	..	..	..	15	14,187	212,805
S. P.	..	..	..	..	..	12	16,077	192,924
H. G. (A).	..	..	..	..	..	5	19,584	97,920
H. G. (B).	..	..	..	..	..	6	20,825	124,950
H. G. (C).	..	..	..	..	..	3	20,825	62,475
E.	..	..	..	..	..	1	6,557	6,557
Total						94		1,308,423

52. Stores Balances.—The statement below shows the position of stores balances on 31st March 1945 as compared with the balances for the previous year:—

Years.				Rs.
1943—44.	..	..	..	22,08,550
1944—45.	..	..	..	23,45,601
				+1,37,051

The increase of Rs. 1,37,051/- is due to the following reasons:—

Class.	Amount Rs.	Explanations for increases or decreases.
A.	—1,037	Heavy issues of Bridge sleepers.
B.	+8,478	Due to acceptance of one trailer pump worth Rs. 7,500/- on Stores books but has been regularised by the sale of the same in the current year.
C.	+1,829	Due to certain quantities of Grinding wheels which were originally obtained for Munition works having been accepted on Revenue books.
D.	+40,324	Due to timely receipts of dog spikes, crossing sleepers etc.
E (a)	—23,657	Outstanding consignments of springs and tubes not having been received during the year and appreciable issues.
E. (b) 2 to 6.	—5,387	Heavy issues of leather cloth and roofing texaco, etc. and no recompment required to be made due to sufficient stock on hand.
E. (c) 2.	—413	Trivial.
F.	—2,627	Due to appreciable issues of pipes and fittings for Hyderabad (Sind) works.
G. (a)	+25,025	Outstanding consignment of cutters and twist drills having been received and accepted.
G. (b) 1.	+6,570	The quantity of bolts, nuts and rivets having been received and accepted at enhanced prices.
G. (b) 2.	—4,840	Less new material being purchased owing to utilization of repaired and second hand lamping as a measure of economy.
G. (b) 3	+10,005	Heavy receipt of belting, hose pipes and rubber sheets.
G. (b) 4.	—41,602	Appreciable quantity of raw material having been drawn by Loco Department for manufacturing certain articles such as bolts, nuts, rivets etc. in shops.
G. (b) 5.	+2,008	Heavy receipt of certain outstandings in December 1944.
G. (b) 6.	+215	Trivial.
G. (b) 7.	+171	Trivial.
G. (b) 8.	+95	Trivial
G. (b) 9.	+10,439	The balances on 1-4-45 included all winter uniforms and cloth whereas the balances on 1-4-44 included cloth for summer uniforms only as winter uniforms are supplied every third year.
G. (b) 10.	—29,943	Supplies of oils and other miscellaneous stores not having been received and accepted in the last quarter of the year to the required limit
H	+13,300	Fresh supplies of telephone parts, electric lamps and wires having been received at increased rates.
Scrap	+8,469	Due to accumulation of scrap for railway purposes no usual sales having been made.
Surplus	—1,165	Due to utilizing the surplus stores
Engineering	—26,901	Receipt of fresh stocks of axles and tyres.
Special stores.	+130	Trivial.

Class.	Amount Rs.	Explanations for increases or decreases.
Capital J. R. Indian State Section	—636	Trivial.
Nine pieces embossed cards.	—18	Trivial.
G. (b) 12.	—6	Trivial.
Stationery.	—15,378	Due to less paper required to be obtained as the reserve stock was utilised.
Provision stores.	+ 94,581	Due to less sales of wheat and match boxes and more receipt of charcoal and firewood etc. in the last quarter of the year.
Stock adjust- ment ac- count.	—10,101	Difference in rates of permanent way material etc.
Cement with the Super- visor at Mirpurkhas	+ 296	Trivial.
Coal.	—76,106	Receipt of less coal.
Coke.	+ 8,208	(1) Receipt of more hard foundry coke, (2) less consumption of soft smithy coke due to stoppage of munition jobs, and (3) rise in the price of coke.
Recoupment of Imperest (Stores with Loco).	—1,781	Less supply of castor oil.
Timber.	+ 42,861	More receipt of timber and less consumption on account of curtailment of rebuilding programmes.
Loco and Carr. Run- ning impe- rest and surplus stock.	+ 44,529	Revision of Loco, Carriage and wagon running imperest from 1-4-1944.
Stores of complete unit with P. W. Is on J. H. R	+ 5,040	Less renewals of permanent way units on account of difficulty in recruiting labour.
Stores of complete unit with P. W. Is. on J. R	+ 2,574	Renewals not being carried out due to shortage of labour.
Grand total.	1,37,051	

53. The stores balance giving some approximate idea as to the extent high prices are responsible for the present level and steps being taken to ensure that whenever necessary stocks will be progressively reduced as supply conditions show definite improvement.—The closing balance of stores on 31st March 1945, was approximately Rs. 23,46,000/- and it is estimated that approximately 42% is due to the inflation of prices. Stock recoupments are arrived at on the following basis:—

'Three years' average consumption or the last 12 months actual issues whichever is greater is accepted initially as a basis to work on. From this is deducted the stock on hand and stores on order. To the figures thus arrived at is added an estimated reserve to provide for the time lag in the execution of indents from year to year. With the outbreak of hostilities this reserve represents 12 months' for imported stores and 6 months for indigenous but measures have been taken to curtail the reserve as and when an improvement in the supply position has been observed. The present limit of reserve for imported stores is six months and that of indigenous is three months. By the application of this method it is possible to ensure that stock will be progressively reduced and it is hoped that before long no margin of reserve for indigenous stores will be necessary.

54. Results of efforts to obtain fuel economy.—The following measures were adopted with a view to secure economy in fuel:—

- (a) See para 4 (c) of Chapter 1.
- (b) Additional chowkidars were appointed to stop pilferage from Coal Stacks.
- (c) Firebars with smaller spaces were made for pump and washout boilers thus enabling cinders to be used.
- (d) Graphs are maintained for each driver to keep a check on coal consumption.
- (e) Bulletins in Hindi and English are issued every month to drivers.
- (f) The coal consumption has been reduced as a result of the above steps but not to the extent expected due to the inferior quality of coal.

55. The coal supply and coal stock situation during the year.—There was 36 days' stock of coal on hand at the beginning of the year and the position remained satisfactory to the end of January 1945 when there was 30 days' stock on hand.

From the beginning of February 1945, the position began to deteriorate due to short receipts and by the middle of March 1945, there was only 10 days' stock and at the end of March 1945, 17 days' stock.

56. The train lighting bulb situation.—Although delays in receipt of supplies against firm indents for bulbs have occurred, no undue hardship has so far resulted as the strictest control over issues has been exercised. The stock balances at the moment are critical but limited supplies are expected shortly.

57. Engine Electric Headlight Situation.—Until November 1944, there had been no shortage of Headlight bulbs and all train engines

were running with headlights. In the middle of December 1944, there was a shortage and certain engines had to run without. The position has improved.

58. **Timber Supply Situation.**—By cancellation of Coach Building Programmes and reductions in replacements of track sleepers the situation has been kept satisfactory.

59. **Shortage of or Unsatisfactory Supply Situation in Respect of any Vital Stores item or Component of First Importance.**—The percentage of delays and failure in supply of vital stores have been considerable. This matter is receiving the attention of the Railway Board.

60. **The Situation Regarding theft of Railway Property, Carriage Fittings, etc., and the Working of the Measures to deal with this matter.**—Thefts of carriage fittings were frequent in the station yards, but such thefts were reduced to a negligible number since the appointment of watchmen for this purpose. Surprise inspections are being made by officers and inspectors of the Loco Department in the Loco yards. Bulbs in bath rooms of all upper and lower class carriages have been fitted with wire cages.

CHAPTER VI.

Staff.

61. **Number and cost of Staff.**—The statement below gives the number and cost of staff at the close of the year with corresponding figures for the previous year:—

Particulars.	NUMBER OF STAFF AND COST.								DIFFERENCE.	
	1943-44.				1944-45.					
	No.	COST OF STAFF			No.	COST OF STAFF			Increase	
		Gazet- ted.	Non-ga- zетted.	Total.		Gazet- ted.	Non-ga- zетted.	Total.	Decrease —	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	No.	Rs.	
Europeans ..	15	..	..	..	16	-	..	..	..	..
Anglo-Indians.	15	..	..	..	12	..	..	..	..	..
Indians ..	8,259	..	..	..	8,235	..	..	..	..	..
Total ..	8,289	4,46,084	37,92,846	42,38,430	8,266	4,32,845	40,59,237	44,92,082	-23	+ 2,53,652

The net increase is chiefly due to annual increments, increase in rate of Dearness Allowance, payment of arrears to certain categories of subordinate staff on account of revision of scales of pay from 1-4-1943, creation of certain posts on the gazetted cadre, increase in mileage allowance to running staff, more payment of bonus to staff consequent on the extension of Provident Fund benefits to inferior staff of three years' service and more expenditure in running the grain shops, counterbalanced chiefly by the engagement of fewer extra gangs for repairs to track and staff quarters, less payment of gratuity and reduction in A.R.P. Personnel.

62. Training of Staff.—

(a) *Loco Department*.—Refresher courses were arranged for the running staff.

(b) *Traffic Department*.—Refresher courses were continued.

(c) *Audit Department*.—A training class has been opened in the Audit office and clerks upto the age of 40, who offer themselves are given lectures by the Gazetted Officers and senior subordinates according to a fixed programme. About 30 candidates at present attend the class.

63. Provision Shops.—Jodhpur Railway Grain Shops were opened for the Railway staff in the year 1943-44 at the following stations for a limited number of commodities, with the intention that the target of commodities should be extended as found necessary. These continued to function during the year under review. Commodities as detailed below were sold at these Grain Shops at concessional rates:-

*Indian State Section.—***Jodhpur Shops.—**

- | | |
|---------------------------|---------------------------------|
| (1) Shop No. 1, Jodhpur | } Wheat, Sugar and Match Boxes. |
| (2) Shop No. 2, Jodhpur | |
| (3) Fuel shop, Jodhpur | Fire-wood and char-coal. |
| (4) Cloth shop, Jodhpur | Standard cloth. |
| (5) Jaggery shop, Jodhpur | Jaggery (gur). |

Merta Road Shop.—Wheat, Sugar, Jaggery (Gur), Match Boxes and Standard Cloth.

Barmer Shop.—Wheat, Sugar, Jaggery (Gur), Match Boxes, Standard Cloth and Salt.

British Section.—

Mirpurkhas Shop.—Wheat, Sugar, Match-boxes and Standard Cloth.

Hyderabad (Sind) Shop.—Wheat, Sugar, Match boxes, Standard Cloth and Fire-wood to Wagon Assembly Plant staff only, charges regarding this being debited to the Defence Department (Defence Service Estimates).

During this year the extension of grain shops benefits on the same lines as on Indian Government Railways was considered necessary and this was approved by the Government of Jodhpur for the Jodhpur Railway staff on 30th January 1945 and a revised system of working brought into force from 1st May 1945, whereby approximately 28 commodities comprising of the main necessities of life will be made available for the staff at concessional rates as early as possible.

Under the new scheme, staff including the members of the Union participate in assisting to run these shops and new properly equipped shops are under construction.

64. Dearness Allowance.—Dearness Allowance Rules, as sanctioned by the Government of India from time to time for Indian Government Railways are applicable to the staff on this Railway.

65. Railway Staff and the War.—

(a) *Release of individual officers for technical war work.*—Nil.

(b) *Release of non-gazetted staff.*—

Engineering Department.—One employee joined military service.

Loco Department.—Two mistries were released for the technical training scheme.

(c) *Labour training Scheme.*—Nil.

(d) *Bonus and special pay to certain staff engaged on war work.*—The clerk-in-charge of Rolling Stock (Traffic Department) was sanctioned special pay at Rs. 10/- from 1-3-1945.

Special pay at 25% of their pay was sanctioned to staff transferred to the Wagon Assembly Plant Hyderabad (Sind).

(e) *Contributions.*—The following contributions towards the War were made by the Jodhpur Railway Staff:—

	Rs.	A.	P.
(i) Jodhpur Railway War Work Party Fund.	3,071	1	0
(ii) Viceroy's War Purposes Fund	..	806	12 0

66. Welfare of Staff and Improvements in the General Service Conditions of the Staff.—(1) The rates of the following allowances were increased with effect from 1-2-45, as under:—

(a) Travelling allowance:—

by 25% in the case of gazetted officers.
by 50% in the case of subordinates.
and 100% in the case of inferior railway servants.

(b) Relieving allowance by 25%

(c) Running allowance was increased by 10% for the persons earning mileage upto Rs. 60/- in a month and by 6½% for the person earning mileage above Rs. 60/- in a month.

(ii) Vaid and Hakeems recognised by the Ayurvedic Board, Government of Jodhpur, and Sub-Assistant Surgeons In-charge 1st and 2nd Branch Dispensaries, Jodhpur were authorised to issue sick and health certificates to the non-gazetted staff.

(iii) Revised leave rules were sanctioned with retrospective effect from 1-1-43 and educational assistance rules from 1-12-44.

67. Prevention of Accidents to Staff.—Statistical details of accidents to railway servants for the last three years are as under:—

Year.		Killed.	Injured.
1942—43.	.. ..	1	3
1943—44.	.. ..	..	10
1944—45.	.. ..	..	6

The injury cases, during the year under review, were accidental. Active steps were continued to be taken to minimise the risk of accidents and to educate staff in "Safety First Methods".

68. Anti-Corruption Measures taken.—

(a) **Stores Department.**—Because of the very nature of the functions of this department a constant vigil by gazetted officers is maintained and complete investigations are promptly made on slight suspicion. Such measures, it is felt, have the desired effect.

- (b) **Traffic Department.**—Traffic Inspectors and Commercial Inspectors were on the look for such cases. A check of upper class passengers, recently held by officers revealed that there is no complaint regarding corruption in the booking of seats and berths on this railway.

69. Representation of Minorities in Railway Services.—The recruitment to railway services is made through the Public Service Commission of the Government of Jodhpur.

CHAPTER VII.

Amenities for passengers.

70. Introduction of new types of third class carriages.—Nil.

71. Measures taken to ensure security of women passengers.—Separate compartments for ladies were provided and strict instructions issued to the staff not to allow male passengers to travel in these compartments.

72. Measures to Ensure Proper Cleaning of Carriages at Terminals and for the Cleanliness of Latrines in Passenger Trains.—Tanks of carriages were filled at terminal stations and at engine changing stations, and if required by passengers further supply arranged at watering stations. Latrines cleaned before a train left a terminal station and by request at all stations where sweepers were available and time permitted.

73. Booking Offices and Out-Agencies.—

- (a) *Additional Booking Offices opened.*—Nil.
- (b) *Conversion of halt stations into flag stations.*—Nil.
- (c) *Unmanned halts opened during the year.*—Nil.
- (d) *Temporary booking offices opened during important mela periods and other important occasions.*—Nil.
- (e) *Out-agencies opened.*—Nil.
- (f) *City booking offices opened.*—Nil.
- (g) *Any other important steps taken.*—Nil.

74. Waiting Rooms and Waiting Halls Provided during the Year.—

- (a) *Waiting Rooms for women.*—Nil.
- (b) *Upper class waiting rooms.*—Nil.
- (c) *Inter class waiting rooms.*—Nil.
- (d) *Third class waiting rooms.*—Nil.
- (e) *Passenger shelters at passenger halts.*—Nil.
- (f) *Improvements effected.*—Nil.
- (g) *Additional benches provided.*—Nil.
- (h) *Additional taps or other Improvements.*—Nil.

75. Vendors' Stalls in Waiting Halls and On Platforms.—

(a) *The number of additional stalls opened during the year in waiting halls and on platforms.*—Three additional vendors' stalls were opened, one at each of the following stations:—

Marwar Pali.
Kunri (Sind) and
Nabisar Road.

(b) *Other steps taken to improve the supply and quality of food provided at the stalls.*—To ensure higher standard of quality and to improve the supply of food, a system of regular inspection by inspectors and officers was introduced and each unsatisfactory case suitably dealt with.

(c) *Number of stations at which such stalls were in service on 31st March, 1945.*—Fifteen.

76. Steps taken to make available Maximum Passenger Accommodation in Running Trains.—Extra carriages were attached to meet additional demands to extent of the maximum permissible load.

CHAPTER VIII.

Miscellaneous.

77. Percentage Yield on Capital Cost of Officers' Bungalows represented by recovery of House Rent from Officers.—The yield for the year is 3.53%.

78. Floods.—There were very heavy floods on the Indian State Section. Abnormally heavy rain fell during the months of July and August 1944 in the catchment areas of the several rivers which cross the line and in addition the heavy local rain caused these rivers to flood very excessively and a great amount of damage was done to the track in several places. Breaches caused interruption to traffic on sections Parlu-Gole for twenty days, Luni Junction-Marwar Junction for twelve days, Balotra-Pachpadra Salt Depot for thirty-five days, Samdari-Marwar Bhinmal for eighty days, Raniwara-Marwar Bhinmal for four months and Bhawi-Bilara for five days.

The flood levels were on an average 2' higher than those of the previous year which was also a year of exceptionally heavy rains which accounts for the greater extent of the damage and the prolonged time taken to effect repairs and restore communication. Wide spread Malaria which followed was responsible to a greater extent for labour not being available for carrying out repairs.

On the British Section local heavy rain caused the line to breach in several places with interruption to traffic on the Khadro-Nawabshah Section for three days, and a heavy breach in the Nabisar Canal caused the line to breach at several places on the Samaro Road-Pithoro Section, traffic being suspended for three days.

79. Conclusion.—In conclusion, I desire to place on record my appreciation of the whole-hearted co-operation and assistance rendered by all staff, officers, subordinates and men through-out the year.

Jodhpur Railway.

ANNUAL REPORT

1944-45.

SECTION II.

CAPITAL AND REVENUE ACCOUNTS.

(FINANCIAL STATEMENTS).

JODHPUR RAILWAY.

Annual Report for 1944-45.

CONTENTS.

SECTION II.

Financial Statements.	PAGE.
I—Statement of capital outlay authorised	1
V--Details of capital expenditure	2—3
VI—Estimate of further expenditure on capital accounts ..	4—5
VII—Capital accounts—J. H. Railway (British Section) ..	6
VIII—Revenue accounts—	
(a) Jodhpur Railway (Whole System)	7
(b) Jodhpur Railway (J. Section)	8
(c) Jodhpur-Hyderabad Railway (British Section) ..	9
IX—Summary of working expenses	10
X--ABSTRACTS OF EXPENDITURE.	
Abstract A.—Maintenance of structural works ..	11—12
„ B.—Maintenance and Supply of Locomotive power ..	13—15
„ C.—Maintenance and Supply of Carriage and Wagon Stock	16—18
„ D.—Maintenance and working of Ferry Steamers and Harbours	19
„ E.—Expenses of Traffic Department ..	19—20
„ F.—Expenses of General Departments ..	21—22
„ G.—Miscellaneous expenses	23—24
„ H.—Electrical Department	25—27
XI—ABSTRACTS OF EARNINGS.	
X.—Coaching earnings.—	
(a) Jodhpur Railway (Whole System)	28
(b) Jodhpur Railway (J. Section)	29
(c) Jodhpur-Hyderabad Railway (British Section) ..	30
Y.—Goods earnings— (All Sections)	31
Earnings by Commodities („)	32
Z.—Miscellaneous Earnings („)	33
XII—Statement of outstanding earnings	34
XIII—Statement of surplus profits	
XIV—Net Revenue Account Jodhpur-Hyderabad Railway (British Section)	
XV—Account of total net receipts	
XVI—Interest Account	35
XVII—Revenue Balance Sheet	
XVIII—Abstract of returned Stores	
CERTIFICATES	36

No. I.—Statement of Capital outlay authorised.

No.	Date of Sanction.	Sanctioning Authority.	Nature of Estimate.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section).	Sind Light Railway.	Total for the System.
				Rs.	Rs.	Rs.	Rs.
			Total Capital Outlay on final heads as per accounts up to end of the year ending 31st March 1944	4,83,48,358	1,44,03,073	..	6,27,51,431
			Further Capital Outlay on final heads during the year 1944-45..	3,01,926	—31,732	..	2,70,194
			Total ..	4,86,50,284	1,43,71,340*	..	6,30,21,624*
6572/Rly. 4/2. M-6B. 56/40.	10th April, 1945. 29th Jan., 1945.	Chief Minister Govt. of Jodhpur & General Manager Jodhpur Railway.	Budget for (final heads) 1945-46	8,47,000	..	..	8,47,000
45/B/4122/ (12).	27th March, 1945.	Railway Board	Budget for (final heads) 1945-46 .. ..	..	1,04,000	..	1,04,000
9414.	11th May, 1945	Chief Minister Govt. of Jodhpur.	Budget for (Suspense heads) 1945-46	2,32,900	..	..	2,32,900
			Total ..	10,79,900	1,04,000	..	11,83,900

* Total will not agree due to rounding off of figures.

No. V.— Details of Capital Expenditure for the year ending 31st March, 1945.

Particulars.							Jodhpur Railway.	Jodhpur Hydernbad Railway (British Section).	Total Metre Gauge System.
LINES OPEN FOR TRAFFIC.							Rs	Rs.	Rs.
I. Preliminary Expenses.—									
1100. Survey Expenses	..	..	..	..	..	..	..	..	..
1200. Plant	..	..	..	..	..	..	..	..	..
1300. Establishment	..	..	..	..	..	..	..	..	..
Total							..	..	..
II. Land							164	—597	—433
III. Structural Engineering Works.—									
3100. Formation	..	..	..	..	..	..	26,174	..	26,174
3200. Bridge Work	..	..	..	..	..	..	1,27,347	—4,220	1,23,127
3300. Fencing	..	..	..	..	..	..	174	..	174
3400. Ballast	..	..	..	..	..	..	—189	..	—189
3500. Permanent Way	..	..	..	..	..	..	14,843	—21,461	—6,618
3600. Electric Transmission Equipment	..	..	..	..	..	..	..	..	..
3700. Stations and Buildings	..	..	..	..	..	..	45,806	—5,454	40,352
Total							2,14,155	—31,135	1,83,020
IV. Equipment.—									
4100. Plant	..	..	..	..	..	..	23,076	..	23,076
4200. Electric Telegraph and train Control Equipment	..	..	..	..	..	..	..	..	..
4300. Station and Office Furniture	..	..	..	..	..	..	566	..	566
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic.	..	..	..	..	..	..	..	..	..
4500. Miscellaneous	..	..	..	..	..	..	..	..	..
Total							23,642	..	23,642
V. Rolling Stock.—									
5100. Rail	..	..	..	..	..	..	63,965	..	63,965
5200. Ferries	..	..	..	..	..	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic	..	..	..	..	..	..	..	..	..
Total							63,965	..	63,965
VI. General Charges.—									
6100. Plant Construction	..	..	..	..	..	..	..	..	..
6200. Pay and Allowances	..	..	..	..	..	..	..	..	..
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	..	..	..	..
6400. Office Expenses	..	..	..	..	..	..	..	..	..
6500. Residential quarters	..	..	..	..	..	..	..	..	..
6600. Instruments	..	..	..	..	..	..	..	..	..
6700. General Charges on Stores	..	..	..	..	..	..	..	..	..
6800. Loss of Cash and Stores	..	..	..	..	..	..	..	..	..
Total							..	..	..
VII. Collieries							..	..	..
VIII. Miscellaneous (Interest during construction etc.)							..	..	..
IX. Suspense							2,19,509	10,16,770	12,36,279
X. Purchase price of Khadro Line							..	..	..
Less by Exchange	..	..	..	..	..	..	..	..	..
Deduct.—									
Receipt on Capital Account	..	..	..	..	..	..	..	..	..
Total Expenditure for the year							5,21,435	2,95,033	15,09,473

No. V.—Details of Capital Expenditure for the year ending 31st March, 1945.

Particulars.								Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Total Metro Gauge System.
LINES IN COURSE OF CONSTRUCTION.								Rs.	Rs.	Rs.
I. Preliminary Expenses.—										
1100. Survey Expenses	..	..	..	..	..	..	..	..	..	..
1200. Plant ..	..	..	..	..	..	..	..	..	..	..
1300. Establishment ..	..	..	..	..	..	..	..	..	..	..
Total								..	..	..
II. Land.—								..	..	..
III. Structural Engineering Works—										
3100. Formation	..	..	..	..	..	..	..	..	..	..
3200. Bridge Work	..	..	..	..	..	..	..	..	..	..
3300. Fencing	..	..	..	..	..	..	..	..	..	..
3400. Ballast	..	..	..	..	..	..	..	..	..	..
3500. Permanent Way..	..	..	..	..	..	..	..	..	..	..
3600. Electric Transmission Equipment	..	..	..	..	..	..	..	..	..	..
3700. Stations and Buildings	..	..	..	..	..	..	..	..	..	..
Total								..	..	..
IV. Equipment.—										
4100. Plant ..	..	..	..	..	..	..	..	..	..	..
4200. Electric Telegraph and Train Control Equipment	..	..	..	..	..	..	..	..	..	..
4300. Station and Office Furniture	..	..	..	..	..	..	..	..	..	..
4400. Motors, Lorries Steamers or Boats required for the general purposes of the Railway but not for public traffic ..	..	..	..	..	..	..	..	..	..	..
4500. Miscellaneous	..	..	..	..	..	..	..	..	..	..
Total								..	..	..
V. Rolling Stock.—										
5100. Rail ..	..	..	..	..	..	..	..	..	..	..
5200. Ferries..	..	..	..	..	..	..	..	..	..	..
5300. Road Motor Cars and Lorries for public traffic ..	..	..	..	..	..	..	..	..	..	..
Total								..	..	..
VI. General Charges.—										
6100. Plant Construction	..	..	..	..	..	..	..	..	..	..
6200. Pay and Allowances	..	..	..	..	..	..	..	..	..	..
6300. Operating Expenses pending opening of the line to traffic	..	..	..	..	..	..	..	..	..	..
6400. Office Expenses ..	..	..	..	..	..	..	..	..	..	..
6500. Residential quarters	..	..	..	..	..	..	..	..	..	..
6600. Instruments	..	..	..	..	..	..	..	..	..	..
6700. General Charges on Stores	..	..	..	..	..	..	..	..	..	..
6800. Loss of Cash and Stores	..	..	..	..	..	..	..	..	..	..
Total								..	..	..
VII. Collieries								..	..	..
VIII. Miscellaneous (Interest during construction etc.)								..	..	..
IX. Suspense								..	..	..
X. Purchase price of Jhudo Line								..	..	..
Loss by Exchange								..	..	..
Deduct.—										
Receipt on Capital Account	..	..	..	..	..	..	..	..	..	..
Total Expenditure for the year								..	..	..
Grand Total								5,21,435	9,85,038	15,06,473

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March 1942.

Particulars.						Total Expenditure from commencement of operations to end of the year		
						Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Total Metre Gauge System.
						Rs.	Rs.	Rs.
LINE OPEN FOR TRAFFIC MORE THAN TWO YEARS.								
I. Preliminary Expenses.—	..	..	..	..	..	2,02,045	5,444	2,07,489
1100. Survey Expenses..	..	..	..	..	..	4,376	35,660	40,036
1200. Plant ..	..	..	..	..	..	1,893	8,100	9,993
1500. Establishment ..	..	..	..	..	..	12,327	75,076	87,403
Total ..						2,20,641	1,24,250	3,44,921
II. Land ..	..	..	..	..	..	41,522	3,41,436	3,85,958
III. Structural Engineering Works	..	..	..	..	..	†1,52,66,576	†93,81,350	2,51,47,926†
3100. Formation ..	..	..	..	..	..	20,67,648	11,24,041	31,91,739
3200. Bridge Work ..	..	..	..	..	..	28,54,485	1,21,000	29,76,035
3300. Fencing ..	..	..	..	..	..	2,45,430	3,97,475	6,42,914
3400. Ballast ..	..	..	..	..	..	42,582	84,282	1,26,864
3500. Permanent Way ..	..	..	..	..	..	8,35,029	4,22,354	12,57,383
3600. Electric Transmission Equipment	..	..	..	..	..	67,98,625	6,80,874	74,79,499
3700. Stations and Buildings ..	..	..	..	..	..
Total ..						2,81,10,334	1,27,11,976	4,08,22,310
IV. Equipment ..	..	..	..	..	..	18,24,540*	8,147*	18,32,687*
4100. Plant ..	..	..	..	..	..	2,92,050	58,155	3,50,205
4200. Electric Telegraph and Train Control Equipment	..	..	..	..	..	52,629	36,392	89,021
4300. Station and Office Furniture ..	..	..	..	..	..	6,085	64,622	70,707
4400. Motors Lorries, Steamers or Boats required for the general purposes of the Railways but not for public traffic	..	..	..	..	..	27,885	302	28,187
4500. Miscellaneous ..	..	..	..	..	..	10,077	..	10,077
Total ..						22,13,266	1,67,618	23,80,884
V. Rolling Stock ..	..	..	..	..	..	1,78,61,369*	..	1,78,61,369*
5100. Rail ..	..	..	..	..	..	—2,92,111	..	—2,92,111
5200. Ferrics ..	..	..	..	..	..	..	..	..
5300. Road-Motor Cars and Lorries for public traffic ..	..	..	..	..	..	..	..	..
Total ..						1,75,72,258	..	1,75,72,258
VI. General Charges ..	..	..	..	..	..	3,58,631*	96,760*	4,55,391*
6100. Plant Construction ..	..	..	..	..	..	4,758	47,101	51,859
6200. Pay and Allowances ..	..	..	..	..	..	48,810	4,37,423	4,86,233
6300. Operating Expenses pending opening of the line to traffic ..	..	..	..	..	..	4,439	4,835	9,273
6400. Office Expenses ..	..	..	..	..	..	3,976	8,870	12,846
6500. Residential quarters ..	..	..	..	..	..	2,271	3,699	5,970
6600. Instruments ..	..	..	..	..	..	339	491	830
6700. General Charges on Stores..	..	..	..	..	..	11,506	27,075	38,581
6800. Loss of Cash and Stores ..	..	..	..	..	..	140	48	188
Total ..						4,34,860	6,26,302	10,61,171
VII. Collieries ..	..	..	..	..	..	..	..	..
VIII. Vicaragious (Interest during construction etc.) ..	..	..	..	..	..	..	..	..
IX. Reserve ..	..	..	..	..	..	22,74,689	11,55,200	34,29,889
X. Purchase price of Jhudo and Khadro Lines ..	..	..	..	..	..	..	3,00,564	3,00,564
Loss by Exchange ..						..	27,233	27,233
Deduct—								
Receipt on Capital Account ..						..	21,074	21,074
Total Expenditure for the year ..						5,08,67,573	1,55,28,540	6,63,96,113

* Expenditure to end of March 1938, recorded under old heads cannot be distributed in accordance with the revised Classification.

† Represents amount of Ballast and Permanent Way combined to end of March 1939, which cannot be distributed separately.

No. VI.—Estimate of further Expenditure on Capital account for the year ending 31st March, 1945.

Particulars.	Total expenditure from commencement of operations to end of the year.		
	Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Total Metro Gauge System.
	Rs.	Rs.	Rs.
LINES IN COURSE OF CONSTRUCTION.			
Preliminary Expenses	57,394*	..	57,394*
1100. Survey Expenses
1200. Plant
1300. Establishment
Total	57,394	..	57,394
II. Land
III. Structural Engineering Works—			
3100. Formation
3200. Bridge Work
3300. Fencing
3400. Ballast
3500. Permanent Way
3600. Electric Transmission Equipment
3700. Stations and Buildings
Total
IV. Equipment.—			
4100. Plant
4200. Electric Telegraph and Train Control Equipment
4300. Station and Office Furniture
4400. Motors, Lorries, Steamers or Boats required for the general purposes of the Railway but not for public traffic
4500. Miscellaneous
Total
V. Rolling Stock—			
5100. Rail
5200. Ferries
5300. Road-Motor Cars and Lorries for public Traffic
Total
VI. General Charges—			
6100. Plant Construction
6200. Pay and Allowances
6300. Operating Expenses pending opening of the line to traffic
6400. Office Expenses
6500. Residential quarters
6600. Instruments
6700. General Charges on Stores
6800. Loss of Cash and Stores
Total
VII. Collieries
VIII. Miscellaneous (Interest during construction etc.)
IX. Suspense
X. Purchase price of Jhudo Line
Loss by Exchange
Deduct.—			
Receipt on Capital Account
Total Expenditure for the year	57,394	..	57,394
GRAND TOTAL	5,09,24,978	1,55,26,540	6,64,51,518

* Expenditure to end of March 1938 recorded under old heads cannot be distributed in accordance with the revised Classification.

Note.—The Capital expenditure in connection with construction projects which are open for traffic more than two years and the completion reports for which have not been sanctioned by competent authority has been added under "Open Line" in Statement No. VI as per Controller of Railway Accounts letter No. 173-A.C—39 dated 31st January 1940. The Figures shown in this Statement will not agree with the up to date figures shown in the Schedules accompanying the capital accounts for March, 1945.

No. VII.—CAPITAL ACCOUNT.

JODHPUR-HYDERABAD RAILWAY.—(British Section).

Dr.

Cr.

	Open Line	Construc- tion	By—	Open Line.	Cons- truction
	Rs.	Rs.		Rs.	Rs.
To expenditure incurred in India	1,24,77,335	12,60,455	I.—Preliminary Expenses—	5,444 *	
			1100. Survey Expenses	24,646	11,014
To expenditure incurred in England .. ..	..	..	1200. Plant	3,849	4,751
			1300. Establishment	56,890	18,186
Stores @ 2s a rupee to end of 1925-27 Rs. 15,01,966 ..			II.—Land	2,56,097	88,339
Stores @ 1s 6d a rupee during 1927-28 Rs. 2,80,784			III.—Structural Engineering Works	98,81,350*	..
Stores from 1928-29 to 1944-45 Rs. Nil. ..	17,88,750	..	3100. Formation	9,84,124	1,30,017
Miscellaneous	20,522	..	3200. Bridge Work	13,027	1,08,573
To charge for leave and pension allowances ..	40,022	..	3300. Fencing	3,67,551	29,921
To charge for Capitalization of abatement of land revenue .. ..	..	..	3400. Ballast	3,991	80,291
			3500. Permanent Way	6,953	4,15,401
			3600. Electrical Transmission Equipment ..	..	..
			3700. Stations and Buildings	4,14,262	2,66,812
			IV.—Equipment	8,147*	..
			4100. Plant	55,910	2,245
			4200. Electric Telegraph and Train Control Equipment	32,485	3,907
			4300. Station and Office furniture	55,915	8,707
			4400. Motors, Lorries, Steamers or boats required for the general purposes of the Railway but not for public traffic	302	..
			4500. Miscellaneous .. ..	..	..
			V.—Rolling Stock.	..	..
			5100. Rail .. ..	..	..
			5200. Ferries .. ..	..	..
			5300. Road-Motor Cars and Lorries for public traffic .. ..	..	..
			VI.—General Charges	96,760*	..
			6100. Plant construction	38,051	9,050
			6200. Pay and allowances	3,76,137	62,286
			6300. Operating Expenses pending opening of the line to traffic .. ..	..	4,835
			6400. Office expenses	806	8,004
			6500. Residential Quarters	60	3,639
			6600. Instruments .. ..	..	491
			6700. General charges on Stores	13,253	13,822
			6800. Loss of Cash and Stores .. ..	..	48
			VII.—Collieries .. ..	..	..
			VIII.—Miscellaneous (interest during construction) ..	..	..
			Loss by exchange	27,238	..
			IX.—Suspense Accounts	11,55,200	..
			Total	1,38,76,951	12,80,099
			X.—Purchase price of Jhudo line	3,00,564	..
			Total	1,42,67,515	12,80,099
			Deduct.—		
			Receipts on Capital Account	1,430	19,644
			Net Capital Outlay	1,42,66,085	..
			Add.—Charge for leave and pension allowances ..	20,522	..
			Add.—Charge for Capitalization of abatement of land revenue	40,022	..
Total	1,43,26,629	12,60,455	Total	1,43,26,629	12,60,455

* Expenditure to end of March 1938 recorded under old heads can not be distributed in accordance with the revised classification.

No. VIII.
JODHPUR RAILWAY (Whole System).
Revenue Accounts for the year ending 31st March 1945.

Cr.

Dr.

E X P E N D I T U R E .				E A R N I N G S .		
Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1945.	Percentage on gross earnings.	Previous year.	Particulars.
	Rs.		Rs.		Rs.	Rs.
6.96	13,85,834	To Maintenance of structural works..	15,19,953	7.52		
13.13	26,14,195	" Maintenance and supply of Loco-motive Power ..	27,96,076 (a)	13.84		
4.82	9,60,553	" Maintenance of Carriage and Wagon Stock ..	6,31,764 (b)	3.13		
8.25	16,42,562	" Expenses of Traffic Department ..	12,83,242	6.38		
3.08	6,12,956	" Expenses of General Departments.	6,50,285	3.22		
5.87	11,68,945	" Miscellaneous Expenses ..	10,75,452	5.32	15,58,155	By I.—Earnings from Coaching Traffic.—
1.43	2,85,756	" Electrical Service Department ..	2,99,859	1.48	63,44,679	Passenger Traffic.—
12.50	24,90,220	" Renewal and Replacement Expenditure ..	(c)	23.47	12,49,842	Upper Classes ..
		Payment to Worked Lines.—	—47,42,024			Third Class ..
		(a) Net Earnings ..			99,38,708	Other Traffic ..
		(b) Rebate ..				II.—Earnings from Goods Traffic.
		(c) Subsidy ..			8,23,047	
56.04	1,11,61,021	To Total, Working Expenses ..	35,18,607 (d)	17.42		III.—Miscellaneous Earnings ..
43.96	87,53,410	Balance, Net Earnings ..	1,66,85,698	82.58		
100.00	1,99,14,431	Total ..	2,02,04,305	100.00	1,99,14,431	Total Earnings ..
						2,02,04,305

(a) Includes a credit of Rs. 2,42,000
(b) " " 5,38,000
(c) " " 42,00,000
(d) " " 50,00,000

Dated, the 2nd July, 1945.

These amounts had been credited to the Reconstruction Fund (Indian State Section.) during the previous two years, by debit to working expenses. This fund is now being maintained outside the Rly. accounts, and the previous adjustments have been reversed in the current year, resulting in these credits to working expenses vide G. M.'s letter No. M21 B/Vol 1 V/299 Dated 24-2-45 to the Railway Board.

M. V. RAO,
for General Manager,
Jodhpur Railway.

No. VIII. (Continued).

Cr.

Expenditure.			Earnings.		
Percentage on gross earnings.	Particulars.	Year ended 31st March 1945.	Percentage on gross earnings	Particulars.	Year ended 31st March 1945.
		Rs.			Rs.
7.53	To Maintenance of structural works.	9,84,188	8.47		
13.32	" Maintenance and supply of Loco-motive power ..	17,46,293	11.47		
5.52	" Maintenance of Carriage and Wagon Stock ..	7,23,375	—0.53		
8.14	" Expenses of Traffic Department..	10,67,233	6.31		
2.35	" Expenses of General Departments.	3,87,078	3.12		
3.97	" Miscellaneous Expenses ..	5,20,960	3.45		
1.42	" Electrical Service Department. ..	1,86,380	1.46		
17.81	" Renewal & Replacement Expenditure.. ..	23,34,898	—30.21		
..	Payment to worked lines :—		..		
..	(a) Net Earnings ..	..	..
..	(b) Rebate ..	..	..
..	(c) Subsidy ..	..	..
60.66	To Total, Working Expenses ..	79,54,425	3.54		
39.34	Balance, Net Earnings ..	51,57,720	96.46		
100.00	Total ..	1,31,12,145	100.00	Total Earnings ..	1,33,70,750

(a)	Includes a credit of Rs. 2,42,000
(b)	" " of Rs 5,59,000
(c)	" " of Rs 12,00,000
(d)	" " of Rs. 50,00,000

These amounts had been credited to the Reconstruction Fund (Indian state Section), during the previous two years, by debit to working expenses. This fund is now being maintained outside the Rly. accounts, and the previous adjustments have been reversed in the current year, resulting in these credits to working expenses vide G. M.'s letter No. M21B/Vol IV/209 Dated 21-2-45 to the Railway Board.

M. V. RAO,
for General Manager,
Jodhpur Railway.

Dated, the 2nd July, 1945.

No. VIII. (Concluded).
JODHPUR-HYDERABAD RAILWAY (British Section).

9

Dr.				Revenue Accounts for the year ending 31st March 1945.				Cr.			
Expenditure.				Earnings.							
Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1945.	Percentage on gross earnings.	Previous year.	Particulars.	Year ended 31st March 1945.				
	Rs.		Rs.		Rs.		Rs.				
5.84	3,97,646	To Maintenance of structural works.	3,87,914	5.68							
12.76	3,67,902	" Maintenance and supply of Locomotive Power ..	12,62,138	18.47							
3.49	2,37,178	" Maintenance of Carriage and Wagon Stock ..	7,02,113	10.27							
8.46	5,75,309	" Expenses of Traffic Department ..	4,44,844	6.51							
3.32	2,25,878	" Expenses of General Departments.	2,32,312	3.40							
9.53	6,47,985	" Miscellaneous Expenses ..	6,13,401	8.97	6,92,428	Upper Classes ..	8,11,499				
1.16	99,376	" Electrical Service Department ..	1,04,000	1.52	23,11,888	Third Class ..	22,89,970				
2.28	1,55,322	" Renewal & Replacement Expenditure ..	--7,02,074	--10.27	4,30,360	Other Traffic ..	4,68,712				
..	..	Payment to worked lines—	..	..	32,17,051	II. Earnings from Goods Traffic.	30,60,197				
..	..	(a) Net Earnings ..	..	..					
..	..	(b) Rebate ..	..	..					
..	..	(c) Subsidy ..	..	..	1,50,559	III. Miscellaneous Earnings ..	2,03,177				
47.14	32,06,596	To Total, working Expenses ..	30,44,648	44.55							
52.86	35,95,690	Balance, Net Earnings ..	37,88,907	55.45							
100.00	68,02,286	Total ..	68,33,555	100.00	68,02,286	Total Earnings ..	68,33,555				

M. V. RAO,
For General Manager,
Jodhpur Railway.

Dated, 2nd July, 1945.

No. IX.

JODHPUR RAILWAY.—(System).

Summary of Working Expenses for the year ending 31st March, 1945.

Particulars.	JODHPUR RAILWAY.				JODHPUR—HYDERABAD RAILWAY (BRITISH SECTION).			
	I	II	III	IV	Total.	Rs.	Rs.	Rs.
	General Adminis- tration.	Ordinary Repairs and Main- tenance.	Operating Expenses.	Renewal and Re- placements.				
A	Rs. 1,96,886	Rs. 9,35,153	Rs. ..	Rs. -40,30,950	Rs. -29,07,911	Rs. 93,965	Rs. 2,93,949	Rs. ..
B	1,20,225	1,58,532	12,55,181	..	15,33,938	63,212	5,38,970	6,59,956
C	95,977	-2,16,437	50,111	..	-70,349	50,463	6,25,302	26,348
D	..	..	..	..	..	..	..	..
E	1,44,396	23,743	6,75,259	..	8,43,398	75,921	12,484	3,56,439
F	4,13,832	4,141	..	..	4,17,973	2,30,135	2,177	..
G	4,51,737	..	10,314	..	4,62,051	2,32,114	..	3,81,287
H	3,804	1,25,903	65,152	..	1,94,859	1,984	67,427	34,589
Total for the system	14,26,857	10,31,035	20,56,017	-40,39,950	4,73,959	7,47,794	15,40,309	14,58,619
								-7,02,074
								30,44,648
								35,18,607

Abstract A.

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur-Hyderabad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
90,603	31,530	59,073	I. GENERAL ADMINISTRATION.—	53,950	23,369	82,325
..	..	..	1100. Pay and Leave Salary.—	..	..	..
..	..	..	1110. Administrative and Executive Officers	..	..	..
..	..	..	1111. Civil Engineers .. ..	..	..	..
..	..	..	1112. Signal Engineers .. ..	..	..	..
..	..	..	1113. Bridge Engineers .. ..	..	..	..
..	..	..	1120. Subordinate supervising staff	..	..	..
47,058	14,922	32,136	1121. Permanent Way	33,865	16,476	50,341
26,692	6,172	19,520	1122. Works	22,613	5,947	28,560
6,922	1,519	5,403	1123. Signal and Inter-locking	5,588	1,711	7,299
..	..	..	1124. Bridge .. ..	..	..	..
63,166	21,932	41,184	1130. Office Staff	43,258	22,848	66,106
..	..	..	1131. Way and Works .. ..	..	..	..
..	..	..	1132. Signal and Inter-locking .. ..	..	..	..
..	..	..	1133. Bridge .. ..	..	..	..
5,250	1,918	3,332	1200. Travelling and other Compensatory Allowances..	3,558	1,871	5,429
17,922	5,781	12,141	1201. A. Dearness Allowance	19,502	9,107	28,609
..	..	..	1300. Passages	53	28	81
..	..	..	1301. Officers .. ..	..	..	..
..	..	..	1302. Subordinates .. ..	..	..	..
11,534	4,008	7,526	1400. Contingent Office expenses..	7,919	4,151	12,070
9,912	3,449	6,463	1500. Overseas pay of Officers paid in England ..	3,712	1,952	5,664
2,209	769	1,440	1600. Leave salary of Officers and Subordinates paid in England.	2,862	1,505	4,367
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel. .. ..	..	..	..
2,80,268	92,050	1,88,218	A —1. TOTAL GENERAL ADMINISTRATION ..	1,96,886	93,965	2,90,851
..	..	..	II. ORDINARY REPAIRS AND MAINTENANCE.—	..	..	..
..	..	..	2100. Structural Works.—	..	..	..
3,97,783	1,16,879	2,80,904	2110. Track (including sidings other than Workshop sidings).	2,70,777	1,08,809	3,79,586
10,131	1,372	8,759	2111. Wages of Permanent Gangs. (i) Ordinary.	7,009	3,650	10,659
13,000	161	12,899	(ii) Special..	5,300	107	5,407
9,667	3,697	5,970	2112. Wages of Temporary Gangs. (i) Ordinary.	594	1,845	2,439
4,704	—55	4,759	(ii) Special ..	317	..	317
18,668	8,450	10,218	2114. Permanent way and other stores	12,956	3,188	16,144
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special..	..	..	..
34,378	3,385	30,993	2115. Earth Work	1,00,962	4,277	1,05,239
51,934	—25	51,959	(i) Ordinary.	1,51,461	848	1,52,309
20,782	263	20,519	(ii) Special ..	15,882	6,447	22,329
3,606	363	3,243	2120. Bridges (other than over and under Bridges)	1,638	1,668	3,306
..	..	..	(i) Ordinary.	367	..	367
..	..	..	(ii) Special ..	..	..	..
..	..	..	2130. Foot and Road over bridges and under bridges	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
2,953	2,593	360	2140. Tunnels.. ..	..	..	..
9,253	4,633	4,620	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
963	648	315	2150. Service buildings.—	..	..	..
1,385	5,108	—3,423	2151. Offices	1,732	2,258	3,990
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	7,738	4,204	11,942
..	..	..	2152. Stations .. ..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2153. Running Shed.. ..	855	..	855
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	—1,537	5,142	3,605
..	..	..	2154. Workshops and Stores .. ..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2155. Electric power stations and sub-stations	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
20,037	3,601	16,436	2160. Residential Staff Quarters.—	..	..	..
..	..	..	2161. Rent returning	19,941	3,007	22,948
35,852	11,187	24,665	(i) Ordinary.	27,353	11,163	38,516
1,005	541	164	(ii) Special ..	..	..	..
..	..	..	2162. Non-rent returning	110	—49	61
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
..	..	..	2163. Welfare of building .. ..	..	..	..
..	..	..	2170. Shore connections at Ferries .. ..	..	..	..
..	..	..	(i) Ordinary.	..	..	..
..	..	..	(ii) Special ..	..	..	..
6,36,461	1,63,101	4,73,360	Carried Over	6,23,455	1,56,564	7,80,019

Abstract A.—(Concluded).

No. X.—Maintenance of Structural Works.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hyder- abad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
6,33,401	1,63,101	4,73,360	Brought Forward ..	6,23,415	1,56,664	7,80,019
..	..	..	2180. Ecclesiastical.—	..	..	..
..	..	..	2181. Churches .. (i) Ordinary	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
..	..	..	2182. Monuments .. (i) Ordinary.	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
303	203	10	2190. Miscellaneous.—	..	..	..
10,241	5,257	4,984	2191. Service Roads .. (i) Ordinary.	357	52	409
..	..	..	.. (ii) Special ..	5,112	4,202	9,314
..	..	..	2192. Other than service roads (fencing etc.) (i) Ordinary.	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
24,265	5,257	18,978	2200. Equipment.—	..	..	..
—1,011	—528	—483	2210. Engineers' tools and plants ..	14,078	4,348	18,426
2,973	1,145	1,808	2220. Service Motor Cars (Rail, Road and Trolleys).	1,945	684	2,629
..	..	..	2221. Repair costs ..	1,754	885	2,639
203	53	156	2222. Working costs ..	..	..	..
34,260	9,859	24,391	2230. Furniture and office equipment ..	455	111	566
..	..	..	2240. Station Machinery. ..	24,090	9,815	33,405
..	..	..	2241. For water ..	..	..	..
..	..	..	2242. Other than for water (i) Ordinary.	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
12,163	4,292	7,871	2250. Signal and inter-locking works.	..	..	..
3,831	1,177	2,657	2251. Interlocked and semi (i) Ordinary.	15,002	4,693	19,695
..	..	..	Interlocked (ii) Special ..	3,733	512	4,245
..	..	..	2252. Non-interlocked .. (i) Ordinary.	..	..	..
..	..	..	.. (ii) Special ..	..	..	..
3,537	..	3,537	2300. Conservancy of rivers ..	9,003	..	9,003
9,835	3,036	6,799	2400. Plantations, Nurseries and Gardens ..	5,275	1,405	6,680
..	..	..	2500. New Minor works.	..	..	..
1,13,323	40,330	72,993	2501. Original works or additions ..	43,121	7,710	50,831
681	681	..	2502. Replacements ..	2,844	7	2,851
..	..	..	2600. Miscellaneous expenses.	..	..	..
2,122	506	1,526	2601. Carriage of Revenue Stores (i) Ordinary.	3,396	1,155	4,551
2,492	534	1,958	2602. Loss of cash .. (ii) Special ..	344	837	1,181
..	..	..	2603. Loss of stores. (Physical losses) ..	13	11	24
6	—24	30	2603. (a) Loss of stores due to enemy action ..	..	..	..
—2,605	—1,050	—1,956	2604. Loss of stores depreciation or deterioration ..	—693	—364	—1,057
2,52,881	68,181	1,84,703	2601. A. Dearness Allowance. ..	1,85,231	59,374	2,44,605
..	..	..	2700. Leave allowances and pay in lieu of notice to re-	—3,362	42,448	39,086
..	..	..	trenched personnel	..	..	..
..	3,755	—3,355	2800 Replacement & Renewals expenditure in respect	..	..	..
..	..	..	of Darbar, foreign & provincial worked Lines on	..	..	..
..	..	..	the J. H. Ry. (British Section)	..	..	..
11,05,666	3,65,595	7,91,070	A—II. TOTAL REPAIRS AND MAINTENANCE ..	9,35,163	2,93,949	12,29,102
..	..	..	IV. Appropriation to Depreciation Reserve Fund or	..	..	..
..	..	..	Replacements and Renewals.—	..	..	..
3,91,556	1,50,755	2,44,100	4100. Structural Works.	..	..	..
14,168	12,708	1,400	4101. Track (Running lines sidings and yards) ..	1,70,529	1,17,080	2,88,509
..	..	..	4102. Bridges and works incidental thereto ..	11,237	3,926	15,163
..	..	..	4103. Tunnels and works incidental thereto ..	..	..	..
..	..	..	4104. Service buildings ..	802	—25,476	—24,673
12,513	..	12,513	4105. Residential staff quarters ..	745	—8,271	—7,526
..	..	..	4106. Shore connections at ferries ..	..	..	..
..	..	..	4107. Miscellaneous ..	..	..	..
..	..	..	4200. Equipment.	..	..	..
572	..	572	4201. Station Machinery ..	187	..	187
5,677	1,200	6,777	4202. Signal and inter-locking ..	25	..	25
..	..	..	4203. Service Motor cars and trolleys ..	..	..	..
1,400	..	1,400	4204. Miscellaneous ..	25	..	25
—41,681	—10,488	—32,163	4205. Credits for released materials ..	—23,500	—10,041	—33,541
21,00,000	..	21,00,000	4310 Appropriation to Reconstruction Fund ..	—42,00,000	..	—42,00,000
24,00,000	1,50,000	22,50,000	TOTAL REPLACEMENTS AND RENEWALS ..	—40,80,000	72,039	—39,67,551
..	..	..	4400. Not Appropriation to Depreciation Reserve Fund	..	..	..
..	..	..	plus or minus	..	..	..
..	..	..	IV. A. Total Appropriation to Depreciation Reserve Fund	..	..	..
5,50,000	5,50,000	5,50,000	TOTAL ABSTRACT A ..	—29,07,911	4,00,013	—24,47,595

Value of Stores returned to stock and credited during the year 1944-45 is Rs. 35,614 (J. H. 50,197/- & J. H. 6,417/-)

* Vide M.B. No. 19, 22 21B-1 Vol. IV, 2/2 dated 21-7-45 to the Railway Board.

Abstract B.

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1100. Pay and Leave salary.—			
			1110. Officers.—			
6,349	2,210	4,139	1111. Administrative	5,851	3,076	8,927
11,195	3,896	7,299	1112. Workshops	6,745	3,546	10,291
12,252	4,264	7,988	1113. Running	10,944	5,754	16,698
			1120. Subordinate Supervising Staff.—			
..	..	..	1121. Administrative Offices .. ..	..	..	..
22,638	7,878	14,760	1122. Workshops	17,046	8,963	26,009
23,666	8,236	15,430	1123. Running	14,953	7,862	22,815
			1130. Office Staff.—			
31,578	10,989	20,589	1131. Administrative Offices	20,566	10,814	31,380
11,854	4,125	7,729	1132. Workshops	9,071	4,770	13,841
14,084	4,902	9,182	1133. Running	11,660	5,815	16,875
3,455	1,202	2,253	1200. Travelling and Compensatory Allowances ..	2,665	1,401	4,066
12,414	4,319	8,095	1201 A. Dearness allowance	13,222	7,240	20,171
			1300. Passages.—			
..	..	..	1301. Officers	560	295	855
..	..	..	1302. Subordinates .. ..	..	..	..
6,030	2,099	3,931	1400. Contingent Office expenses	4,206	1,914	6,120
3,757	1,307	2,450	1500. Overseas pay of officers paid in England ..	2,267	1,191	3,458
523	182	341	1600. Leave salary of officers and subordinates paid in England	1,069	562	1,631
..	..	..	1700. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
1,59,795	55,609	1,04,186	B. I—Total General Administration	1,20,225	63,212	1,83,437
			II.—ORDINARY REPAIRS AND MAINTENANCE—			
			2100. Locomotives.—			
			2110. Running Repairs.—			
60,592	21,086	39,506	2111. Repairing and fitting { Wages ..	41,276	21,703	62,979
40,716	14,169	26,547	done in sheds .. { Materials ..	26,946	14,163	41,114
46,968	16,345	30,623	2112. Works done in Shops { Wages ..	30,079	15,815	45,894
1,90,127	66,164	1,23,963	for sheds .. { Materials ..	82,123	43,179	1,25,302
..	..	..	2113. Leave salary paid in { Wages ..	..	..	..
..	..	..	England .. { Materials ..	..	..	..
3,38,403	1,17,764	2,20,639	Total (Carried Over) ..	1,80,424	94,865	2,75,289

Abstract B.—(Contd.)

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hyder- abad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- abad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
3,38,433	1,17,761	2,20,639	Brought Forward ..	1,80,424	94,865	2,75,289
			2120. Workshops repairs (Outturn from manu- facture suspense).—			
1,18,726	41,316	77,410	2121. Periodical overhauls .. { Wages ..	70,766	37,208	1,07,974
1,40,661	49,061	91,602	{ Materials ..	78,288	41,688	1,20,976
7,510	2,718	5,002	2122. Intermediate overhauls { Wages ..	1,077	566	1,643
13,799	4,402	8,896	{ Materials ..	651	343	994
..	..	..	2123. Special overhauls .. { Wages ..	41	21	62
—1	..	—1	{ Materials ..	15	7	22
—760	—261	—496	2124. Superheater and other { Wages ..	..	..	..
..	..	..	conversions .. { Materials ..	..	..	..
..	..	..	2125. Other Repairs .. { Wages ..	..	..	..
..	..	..	{ Materials ..	..	..	..
..	..	..	2126. Special Adjustments.. { Wages ..	..	..	..
..	..	..	{ Materials ..	—3	—1	—4
..	..	..	2127. Trials and experiments { Wages ..	..	..	..
66	23	43	{ Materials ..	359	180	548
—5,489	—1,910	—3,579	2128. Overcharges and Under- { Wages ..	16,010	8,418	24,428
—6,496	—2,261	—4,235	charges on cost .. { Materials ..	—3,760	—1,976	—5,736
..	..	..	2129. Overcharges and Under- { Wages ..	832	438	1,270
—11,841	—4,155	—7,686	charges manufacture .. { Materials ..	—3,804	—2,031	—5,835
..	..	..	and repairs .. { Wages ..	547	287	834
..	..	..	2129-A. Trainees. .. { Materials ..	..	..	..
—10	—4	—6	2200. Equipment.—			
1,593	522	978	2210. Machinery and Tools.—			
4,356	1,516	2,840	2211. Shed machinery and { Wages ..	—6	—3	—9
6,216	2,163	4,053	tools .. { Materials ..	650	362	1,012
17,688	6,155	11,533	2212. Wages of pump fitting { Wages ..	1,293	679	1,972
15,962	5,555	10,407	staff, pumps, materials { Materials ..	1,473	775	2,248
21,409	7,461	13,978	and tools for pumps.. { Wages ..	9,097	4,783	13,880
17,173	5,976	11,197	2213. Workshop machinery { Materials ..	7,446	3,910	11,356
..	..	..	(outturn from manufac- { Wages ..	13,705	7,206	20,911
..	..	..	ture suspense) .. { Materials ..	9,052	4,759	13,811
..	..	..	2214. Wages of pump fitting { Wages ..	..	..	..
..	..	..	staff etc. .. { Materials ..	..	..	..
..	..	..	2220. Service Motor Cars (Rail and Road and { Wages ..	..	..	..
..	..	..	Trolleys).— { Materials ..	..	..	..
..	..	..	2221. Repair Costs .. { Wages ..	..	..	..
..	..	..	.. { Materials ..	..	..	..
..	..	..	2222. Working Costs .. { Wages ..	16	8	24
..	..	..	.. { Materials ..	24	12	36
..	..	..	2230. Furniture and Office equip- { Wages ..	629	331	960
..	..	..	ment .. { Materials ..	469	246	715
..	..	..	2300. New minor works—			
..	..	..	2301. Original works or { Wages ..	85	45	130
..	..	..	additions .. { Materials ..	1,619	851	2,470
..	..	..	2302. Replacements .. { Wages ..	..	..	..
..	..	..	.. { Materials ..	..	..	..
..	..	..	2400. Pay and leave salary in lieu of notice to { Wages ..	..	..	..
..	..	..	retrenched personnel .. { Materials ..	..	..	..
—10,250	—3,204	—6,946	2500. Replacement and renewals expenditure in { Wages ..	..	3,28,376	3,28,376
..	..	..	respect of Darbar, foreign and Provincial worked { Materials ..	..	..	..
..	..	..	lines Jodhpur Hyderabad Railway (British Section) { Wages ..	..	..	..
1,21,000	..	1,21,000	2510. Appropriation to Reconstruction Fund .. { Materials ..	—2,42,000	..	—2,42,000
151 57	6281	11,573	2601. Dearness Allowance ..	12,567	6,609	19,175
5,10,148	2,10,193	6,70,055	B. II.—Total Ordinary repairs and Maintenance ..	1,58,532	6,28,970	6,97,502
			III.—OPERATING EXPENSES.—			
			3100. Running Staff.—			
..	..	..	3101. Wages of Loco Crews ..	69,516	26,708	1,00,524
..	..	..	3102. Mileage and Overtime ..	68,773	36,109	1,01,882
..	..	..	3103. Wages of sheds and yard cleaning ..	34,172	19,018	55,190
..	..	..	3104. Contingent charges including clothing ..	6,455	3,391	9,849
..	..	..	3105. Leave allowances paid in England ..	..	..	..
..	..	..	3106. Packages for non-gazetted staff ..	..	..	..
2,77,666	84,541	1,26,250	Total (Carriage & Over) ..	1,74,216	91,220	2,73,445

Abstract B.—(Concluded).

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hyder- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
2,55,000	88,741	1,66,259	Brought Forward ..	1,79,216	94,229	2,73,445
			3200. Fuel.—			
			3210. Coal.—			
			Weight in Tons.	62,239		
			Cost at Pits mouth.	10'67		
3,86,165	1,34,382	2,51,773	3211. Indian ..	4,12,010	2,16,629	6,28,639
..	..	..	3212. Foreign ..	..	..	..
..	..	..	3220. Patent Fuel ..	2,017	1,060	3,077
..	..	..	3230. Oil Fuel ..	..	..	..
3,063	1,066	1,997	3240. Wood and other Fuel ..	..	..	..
5,66,836	1,97,259	3,69,577	3250. Freight on Fuel.—	..	..	..
1,53,543	53,363	1,00,180	3251. Sea and Foreign Railway ..	3,93,338	2,06,611	6,00,149
6,368	2,216	4,152	3252. Home Railway ..	92,944	48,860	1,41,813
6,147	2,139	4,008	3260. Handling charges on Fuel ..	8,621	4,638	13,459
1,15,851	40,142	75,209	3270. Losses of Fuel..	5,064	2,662	7,726
92,006	32,018	59,988	3280. Loss on working of State Railway Collieries ..	..	..	..
			3300. Water ..	80,469	44,360	1,24,829
			3400. Oil, Tallow and other Stores ..	58,083	30,540	88,623
			3500 Payments to other Railways.—			
			3510. Payments to Budget lines entire system in- cluding worked lines if any ..	..	..	..
			Total J. Ry. J. H. Ry.			
-15,870	-5,563	-10,307	3511. Haulage of trains			
..	..	..	Receipts 49,125 32,196 16,929			
			Charges 394 258 136	-31,938	-16,793	-48,731
-11,960	-4,052	-7,908	3512. Shunting at Joint Stations.			
..	..	..	Receipts 5,732 3,757 1,975	-3,757	-1,975	-5,732
			Charges .. ..	..	..	..
-12,805	-4,441	-8,349	3513. Hire of Locomotives			
..	..	..	Receipts .. ..	..	..	..
			Charges .. ..	..	..	..
18,927	6,587	12,340	3514. Other charges at Joint Stations ..	2,958	1,556	4,514
..	..	..	3520. Other payments (to non budget lines other bodies such as Port Trust etc. and for hire of stock to new construction). ..	..	..	..
..	..	..	3521. Haulage of Trains. Total J.Ry. J.H.Ry.			
..	..	..	Receipts	142	75	217
..	..	..	Charges .. ..	..	..	..
..	..	..	3522. Shunting of Joint Stations ..	..	..	..
1,199	417	782	3523. Hire of Locomotives ..	..	..	..
..	..	..	3600. Miscellaneous Expenses.—			
..	..	..	3601. Carriage of Revenue stores excluding fuel	1,140	599	1,739
..	..	..	Charges 217 142 75	..	..	..
9,046	3,148	5,898	3602. Loss of Cash ..	..	..	..
-1,005	-350	-655	3603. Loss of Stores—Physical loss ..	7,696	4,047	11,743
72,251	25,143	47,108	3603A. Losses of Stores due to enemy action ..	..	..	..
..	..	..	3604. Loss of stores due to Depreciation or Deterioration	-7,333	-3,856	-11,189
			3601 A. Dearness Allowance	54,311	26,505	80,816
			3700. Pay and leave salary in lieu of notice to retrenched personnel .. ..	..	..	..
16,44,252	5,72,200	10,72,052	B. III.—Total Operating Expenses ..	12,55,181	6,59,956	19,15,137
			IV.—Appropriation to Depreciation Reserve Fund or Replacements and Renewals.—			
..	..	..	4100. Steam Locomotives.—			
..	..	..	4101. Workshop Charges .. ..	..	-1,41,041	-1,41,041
..	..	..	4102. Other Charges and adjustments ..	..	..	..
..	..	..	4200. Steam Loco Boilers.—			
..	..	..	4201. Workshop Charges .. ..	..	-1,13,037	-1,13,037
..	..	..	4202. Other Charges .. ..	..	..	..
..	..	..	4300. Equipment—			
..	..	..	4301. Workshop Machinery .. ..	..	-87,413	-87,413
..	..	..	4302. Running Shed Machinery .. ..	..	..	..
..	..	..	4303. Service Motor Cars .. ..	..	..	..
..	..	..	4400. Credits for released materials ..	..	13,115	13,115
..	..	..	Total Replacements and Renewals ..	..	-3,28,376	-3,28,376
..	..	..	4500. Net appropriation to Depreciation Reserve Fund (+) or (—) .. ..	..	..	..
26,14,195	8,67,902	17,46,293	B. IV.—Total Appropriation to Depreciation Reserve Fund	..	..	..
			Total Abstract B ..	15,23,938	9,33,762	24,67,700

Value of Stores returned to stock and credited during the year 1944-45 is Rs. 16,815/- (J. R. 11,021/- & J.H.R. 5,794/-)

16
Abstract C.

No. A.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hyder- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyder- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1100. Pay and leave salary.—			
			1110. Officers.—			
6,348	2,200	4,139	1111. Administrative	5,551	3,076	8,627
11,195	3,893	7,299	1112. Workshops	8,745	3,516	10,291
12,252	4,264	7,988	1113. Running	7,988	4,200	12,188
			1120. Subordinate Supervising Staff.—			
			1121. Administrative Offices			
30,756	10,703	20,053	1122. Workshops	21,808	11,467	33,275
4,510	1,570	2,940	1123. Running	2,949	1,551	4,500
			1130. Office Staff.—			
31,409	10,951	20,458	1131. Administrative Offices	21,186	11,139	32,325
11,808	4,150	7,738	1132. Workshops	8,460	4,448	12,908
1,345	482	903	1133. Running	989	520	1,509
3,390	1,183	2,216	1200. Travelling and other compensatory allowances	1,858	976	2,834
8,534	3,074	5,760	1201. A. Dearness allowance	10,395	5,465	15,860
			1300. Passages.—			
			1301. Officers	560	295	855
			1302. Subordinates			
5,627	1,958	3,669	1400. Contingent Office Expenses	3,853	2,026	5,879
3,757	1,307	2,450	1500. Overseas pay of Officers paid in England	2,266	1,192	3,458
623	182	341	1600. Leave and salary of subordinates and Officers paid in England	1,069	562	1,631
			1700. Pay and leave salary in lieu of notice to retrenched personnel			
1,21,923	45,400	56,014	C. I.—TOTAL GENERAL ADMINISTRATION	95,977	50,463	1,40,440
			II.—ORDINARY REPAIRS AND MAINTENANCE.—			
			2100. Coaching Vehicles.—			
			2110. Running Repairs —			
4,570	1,590	2,980	2111. Work done on sick lines and train examining stations .. { Wages.	3,202	1,684	4,886
751	262	492	.. { Materials.	507	266	773
6,866	2,350	4,477	2112. Work done in Workshop for sick lines. .. { Wages.	5,205	2,737	7,942
7,190	2,607	4,583	.. { Materials.	4,879	2,566	7,445
			2120. Workshop repairs (Outturn from manufacture suspense).—			
			Passenger Carriages.—			
1,35,545	43,690	81,855	2121. Periodical Overhauls .. { Wages.	79,505	41,802	1,21,307
59,233	31,053	28,180	.. { Materials.	59,156	31,103	90,259
8,675	1,270	2,396	2122. Special Repairs	807	425	1,232
5,641	1,954	3,680	.. { Materials.	1,762	922	2,674
			2123. Petty Repairs	63	33	96
3	1	2	.. { Wages.			
			.. { Materials.			
			2124. Other Repairs			
			.. { Wages.			
			.. { Materials.			
—519	—191	—368	2125. Special Adjustments .. { Wages.	4,694	2,573	7,467
			.. { Materials.			
282	98	184	2126. Trials and Experiments .. { Wages.	94	49	143
—784	—273	—511	.. { Materials.	141	75	216
—923	—323	—605	2127. Overcharges and under charges on cost .. { Wages.	2,287	1,203	3,490
			.. { Materials.	—536	—282	—818
			2128. Overcharges & under charges manufacture & repairs .. { Wages.	119	62	181
			.. { Materials.	—552	—290	—842
—11,941	—4,155	—7,786	2129. Overcharges and under charges Training of War Technicians in the carriage work-shop. { Wages.	547	287	834
			.. { Materials.			
			2130. Workshop repairs (Out-turn from manufacture suspense) Other Coaching Vehicles (Tourist cars and Restaurant cars).—			
16,288	5,648	10,640	2131. Periodical Overhauls .. { Wages.	12,473	6,558	19,031
11,212	3,902	7,310	.. { Materials.	8,561	4,501	13,062
			2132. Special Repairs			
			.. { Wages.			
			.. { Materials.			
			2133. Petty Repairs			
			.. { Wages.			
			.. { Materials.			
			2134. Other Repairs			
			.. { Wages.			
			.. { Materials.			
			2135. Special Adjustments .. { Wages.			
			.. { Materials.			
			2136. Trials and Experiments .. { Wages.			
			.. { Materials.			
			2137. Overcharges and Undercharges—On cost .. { Wages.			
			.. { Materials.			
			2138. Overcharges and Undercharges—Manufactures .. { Wages.			
			.. { Materials.			
			2200. Rail Cars.—			
			2210. (Steam propelled) Running Repairs.—			
			2211. Work done in sick lines .. { Wages.			
			.. { Materials.			
			2212. Work done in Workshops for sick lines .. { Wages.			
			.. { Materials.			
2,57,541	82,541	1,77,799	Total (Carried Over)	1,82,161	92,274	2,70,378

Abstract C.—(Contd.)

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs. 2,57,360	Rs. 89,661	Rs. 1,67,799		Rs. 1,33,101	Rs. 96,274	Rs. 2,79,378
			Brought Forward ..			
			Workshop Repairs.—			
..	..	..	2213. Periodical Overhauls .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2214. Special Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2215. Petty Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2216. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2217. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2218. Trials and Experiments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
			2220. (Internal combustion engine propelled).—			
			Running Repairs.—			
..	..	..	2221. Work done in sick lines .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2222. Work done in Workshops for sick lines .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
			Workshop Repairs.—			
..	..	..	2223. Periodical Overhauls .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2224. Special Repairs. .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2225. Petty Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2226. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2227. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2228. Trials and Experiments .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
			2300. Goods Vehicles.—			
			2310. Running Repairs.—			
13,634	4,745	8,889	2311. Work done in sick lines .. { Wages.	9,013	5,054	14,067
2,533	882	1,651	.. { Materials.	1,634	859	2,493
7,200	2,506	4,694	2312. Work done in Workshops for sick lines .. { Wages.	4,260	2,240	6,500
16,572	5,419	10,153	.. { Materials.	7,154	3,762	10,916
			2320. Workshop repairs (Out-turn from manufac- ture suspense).—			
61,219	21,301	39,915	2321. Periodical Overhauls .. { Wages.	38,309	20,142	58,451
67,269	23,410	43,859	.. { Materials.	45,902	24,135	70,037
5,924	2,062	3,862	2322. Special Repairs .. { Wages.	7,020	3,691	10,711
3,427	1,192	2,235	.. { Materials.	3,637	1,912	5,549
..	..	..	2323. Petty Repairs .. { Wages.	17	9	26
..	..	..	.. { Materials.	10	5	15
..	..	..	2324. Other Repairs .. { Wages.	..	..	..
..	..	..	.. { Materials.	..	..	..
..	..	..	2325. Special Adjustments .. { Wages.	..	..	..
..	..	..	.. { Materials.	4,428	2,264	6,692
—4,701	—1,636	—3,065	2326. Overcharges and Under- { Wages.	13,723	7,215	20,938
—5,571	—1,939	—3,632	charges-On cost .. { Materials.	—3,223	—1,695	—4,918
..	..	..	2327. Overcharges and Under- { Wages.	713	375	1,088
..	..	..	charges-Manufacture .. { Materials.	—3,311	—1,741	—5,052
—4,409	—1,534	—2,875	2400. Payments to and receipts from Foreign Railways on account of damages to and deficiencies in interchanged stock.	—1,391	—731	—2,122
			2500. Equipment.—			
			2510. Machinery and tools.—			
—22	—8	—14	2511. Work done in sick lines .. { Wages.	—17	—9	—26
534	186	348	.. { Materials.	243	123	371
3,155	1,098	2,057	2512. Work done in workshops .. { Wages.	927	488	1,415
1,214	433	811	.. { Materials.	526	277	803
17,963	6,251	11,712	2513. Workshop machinery & tools. { Wages.	9,303	4,891	14,194
18,069	6,288	11,781	.. { Materials.	6,726	3,537	10,263
			2520. Service Motor Cars (Rail, Road and Trolleys).—			
7	2	5	2521. Repair Costs	8	5	13
56	19	37	2522. Working Costs	33	17	50
977	340	637	2530. Furniture and Office Equipment	730	384	1,114
4,61,440	1,60,581	3,00,859	Total (Carried Over) ..	3,30,078	1,73,488	5,03,566

Abstract C.—(Concluded).

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hyderabad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyderabad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
4,51,440	1,00,551	3,00,859	Brought Forward	3,30,078	1,73,483	5,03,566
735	256	479	2600. New Minor Works—			
2,582	902	1,680	2601. Original works or additions .. { Wages .. 164 86 250	3,829	2,013	5,842
462	161	301	2602. Replacements { Materials			
			2700. Pay and leave salary in lieu of notice to retrenched personnel			
			2800. Replacements and Renewals expenditure in respect of Darbar, Foreign and Provincial worked lines Jodhpur Hyderabad Railway British Section ..	3,021	4,47,365	4,50,386
2,513	991	1,589	@ 2-10. Appropriation to Reconstruction Fund ..	5,58,000		5,58,000
2,79,000		2,79,000	2901. B. Dearness Allowance	4,471	2,350	6,821
6,600	2,297	4,303				
7,51,692	1,65,191	5,89,501	C. II.—Total ordinary Repairs and maintenance ..	2,16,437	6,25,302	4,08,865
			III.—Operating Expenses.—			
46,867	16,136	30,231	3100. Inspection of Running Vehicles.			
11,613	4,011	7,572	3101. Examiners, Cleaners, Oilers, etc. ..	32,065	16,860	48,925
			3102. Oil, Grease and other Stores	8,224	4,325	12,549
			3103. Share of neutral control expenditure ..			
			3200. Rail Cars.			
			3210. (Steam propelled).			
			3211. Wages and overtime of drivers etc. ..			
			3212. Fuel			
			3213. Other expenses			
			3220. (Internal combustion engine propelled).			
			3221. Wages and overtime of drivers etc. ..			
			3222. Pay and allowances of guards			
			3223. Fuel			
			3224. Other expenses			
			3300. Payments to Other Railways Hire of vehicles loaned { Receipt Charges			
			3400. Leave salary paid in England			
			3500. Passages for non-gazetted staff			
509	204	391	3600. Miscellaneous.—			
			3601. Carriage of Revenue Stores	408	214	622
			3602. Loss of Cash			
			Loss of Stores.—			
—231	—50	—151	3603. Physical loss	32	16	48
—512	—173	—334	3604. Loss of Stores due to Depreciation or Deterioration ..	—3,259	—1,713	—4,072
17,102	5,951	11,151	3601. A. Dearness allowance	12,641	6,546	19,287
			3700. Pay and leave salary in lieu of notice to retrenched personnel			
74,935	28,078	48,860	C. III.—Total Operating Expenses ..	50,111	26,348	76,459
			IV. Appropriation to Depreciation Reserve Fund.			
			or			
			Replacements and Renewals.			
			4100. Coaching Vehicles.			
			4101. Workshop charges			
			4102. Other charges			
			4200. Rail Cars (Steam propelled)			
			4201. Workshop charges			
			4202. Other charges			
			4300. Rail Cars (Internal combustion engine propelled).			
			4301. Workshop charges			
			4302. Other charges			
			4400. Goods Vehicles.			
			4401. Workshop charges			
			4402. Other charges			
			4500. Equipment.			
			4501. Workshop Machinery			
			4502. Other Machinery			
			4503. Service Motor Cars			
			4600. Credits for released materials			
			Total Replacement and Renewals ..			
			4700. Net Appropriation to Depreciation Reserve Fund (+) or (—).			
			C. IV.—Total Appropriation to Depreciation Reserve Fund.			
9,00,159	2,37,177	7,23,575	Total Abstract C. ..	70,749	2,56,316	1,55,997

Value of stores returned to stock and credited during the year 1944 is Rs. 3,011 (J. Ry. Rs. 2,200 and J. H.R. Rs. 1,241/-)

See G. Mx letter No. M.211-1 Vol. IV/272 dated 24th February 1945 to the Railway Board.

Abstract D.

No. X.—Maintenance and working of Ferry Steamers and Harbours—Nil.

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION —			
			1100. Pay and leave salary			
69,948	24,342	45,606	1110. Administrative and executive officers. (Chief Operating Superintendent, Chief Commercial Manager, Traffic Manager, Deputies and Assistants)	44,179	23,229	67,408
..	..	..	1120. Subordinate supervising staff .. .. .	..	..	..
92,086	32,046	60,040	1130. Office Staff	63,647	33,464	97,111
1,446	503	943	1200. Travelling and other compensatory allowances ..	2,307	1,213	3,520
19,305	6,718	12,587	1201. A. Dearness allowance	17,417	9,158	26,575
			1300. Passages.—			
..	..	..	1301. Officers .. .. .	..	..	..
..	..	..	1302. Subordinates .. .. .	..	..	..
14,044	4,887	9,157	1400. Contingent Office expenses	8,319	4,373	12,692
..	..	..	1500. Share of expenditure of Wagon Interchange office.	..	..	..
10,349	3,602	6,747	1600. Overseas pay of officers paid in England ..	4,245	2,232	6,477
2,914	1,014	1,900	1700. Leave salary of officers and subordinates paid in England	4,282	2,252	6,534
..	..	..	1800. Pay and leave salary in lieu of notice to retrenched personnel .. .. .	..	..	..
2,10,092	73,112	1,36,980	E.—I.—Total General Administration ..	1,44,306	75,921	2,20,317
			II.—ORDINARY REPAIRS AND MAINTENANCE.			
			2100. Equipment			
22,717	7,906	14,811	2101. Office and station furniture and equipment ..	15,531	8,166	23,697
6,450	2,244	4,206	2102. Tarpaulins, wagon covers, etc, Service motor cars (rail and road) and trollies	5,303	2,789	8,092
2,144	746	1,398	2103. Repair costs	2,291	1,205	3,496
908	316	592	2104. Working costs	552	290	842
374	130	244	2501. Dearness allowance	66	34	100
32,593	11,342	21,251	E.—II.—Total Repairs and Maintenance ..	23,743	12,484	36,227
			III.—OPERATING EXPENSES.			
			3100. Pay, wages and allowances.			
21,709	7,555	14,154	3101. General Operating Staff (Inspectors, canvassers, etc.),	13,934	7,326	21,260
4,36,639	1,51,950	2,84,639	3102. Station staff	3,63,080	1,59,355	4,62,435
74,198	25,821	48,377	3103. Train staff	53,792	28,283	82,075
43,354	15,098	28,286	3104. Mileage and overtime of train staff	29,406	15,462	44,868
26,752	9,310	17,442	3105. Travelling ticket examining staff	21,309	11,204	32,513
44,681	15,549	29,132	3106. Travelling and other compensatory allowances to line staff, traffic inspectors and canvassers, etc.	24,947	13,117	38,064
..	..	..	3107. Leave salary paid in England .. .. .	..	..	..
..	..	..	3108. Passages for subordinates .. .. .	..	..	..
..	..	..	3109. Pay and leave salary in lieu of notice to retrenched personnel .. .. .	..	..	..
6,47,863	2,25,293	4,22,030	Total carried over ..	4,46,468	2,34,747	6,81,215

Abstract E.—(Concluded.)

No. X.—Expenses of Traffic Department.

Year ending 31st March 1944.

Year ending 31st March 1945.

Total.	Jodhpur Hyderna- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur- Hyderna- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
6,47,363	2,55,253	4,22,050	Brought Forward ..	4,46,468	2,34,747	6,81,215
			3200. Stores, stationery, forms, etc.			
37,171	12,035	24,236	3201. Fires, lights and general stores for stations and traffic yards	23,435	12,322	35,757
17,170	5,975	11,195	3202. Water and general stores in trains ..	11,363	5,975	17,338
24,609	8,520	15,980	3203. Clothing	11,736	6,170	17,906
77,733	27,051	50,682	3204. Stationery, Forms and Tickets	38,186	20,077	58,263
			3300. Expenses on handling, collection and delivery of goods.			
83,762	29,149	54,613	3301. Loading and unloading charges	55,733	20,303	85,936
..	..	..	3302. Collection and delivery charges .. ..	..	..	..
23,013	8,000	15,004	3400. Expenses at out-agencies	10,471	5,506	15,977
			3500 Payments to other Railways.—			
..	..	..	3510. Payments to Budget lines (entire system including worked lines if any on revenue account except conference hire and penalty charges) .. ..	..	..	..
3,27,445	1,13,951	2,13,494	3511. Traffic expenses at joint stations ..	81,131	42,657	1,23,788
			Total. JR. J.H.R.			
			{ Receipts			
			{ Charges 1,23,788 31,131 42,657			
62,417	21,880	40,537	3512. Rent of stations jointly occupied ..	15,639	8,730	24,419
			{ Receipts 914 914 ..			
			{ Charges 25,533 16,603 8,730			
-2,052	-724	-1,358	3513. Payment for running powers ..	..	..	..
..	..	..	3520. Other payments (to non budget lines, other bodies such as port trust etc.) ..	..	..	..
-4,161	-1,410	-2,716	3521. Traffic expenses at joint Station ..	-2,720	-1,435	-4,161
			Total. JR. J.H.R.			
			{ Receipts 4,164 2,720 1,435			
			{ Charges			
-11,754	-553	-11,201	3522. Rent of stations jointly occupied ..	-5,737	-2,099	-7,836
..	..	..	3523. Payment for Running powers ..	..	..	..
-53,076	-20,651	-57,428	3600. Conference hire and penalty charges on Inter-changed stock ..	-1,82,836	-90,133	-2,78,969
51,616	17,073	33,573	3700 Compensation for goods, etc., lost or damaged ..	51,742	27,205	78,947
			3800. Miscellaneous Expenses—			
1,165	755	721	3801. Carriage of revenue stores .. ..	..	..	..
1,54,142	53,641	1,00,501	3801—A. Dearness Allowance.	1,22,234	61,280	1,86,534
..	..	..	3802. Loss of cash .. ..	..	..	..
..	..	..	3803. Loss of stock (physical loss)	-240	-126	-366
-1,557	-524	-955	3804. Loss of stores due to Depreciation or Deterioration	-1,402	-755	-2,276
57	20	77	3805. Other Departments accounting in transportation	63	45	108
12,90,577	4,91,855	9,77,422	F.—Total Operating Expenses ..	6,75,254	3,56,430	10,31,684
1,42,572	5,75,570	10,77,573	Total Abstract F. ..	8,42,828	4,11,941	12,58,212

Value of stock retained to stock and credited during the year 1944—45 Rs. 6,501 (J. R. 4,268 & J.H.R. 2,233/-)

Abstract F.

No. X.—Expenses of General Departments.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			1. GENERAL ADMINISTRATION.—			
			1100. London Boards etc.—			
			1101. Boards of Directors and Staff			
			1102. Auditors and Accountants			
			1103. Consulting Engineers' and Inspectors' fees and allowances			
			1104. Office expenses and contingencies			
			1200. Charges in India for Government supervision, Control and Audit			
			1300. Agent's and Divisional Superintendent's Offices.—			
			1310. Pay and leave salary.—			
58,554	20,377	38,177	1311. Administrative and Assistant Officers ..	34,384	18,079	52,463
40,183	14,545	25,638	1312. Office Establishment	28,820	15,778	44,598
2,081	724	1,357	1320. Travelling and other compensatory allowances.	1,146	603	1,749
			1330. Passages.—			
			1331. Officers	525	276	801
			1332. Subordinates			
			1340. Contingent office expenses	3,295	1,732	5,027
4,573	1,696	3,177	1350. Overseas pay of Officers paid in England ..	3,338	1,755	5,093
2,341	615	1,526	1360. Leave salary of Officers and Subordinates paid in England	15,997	8,358	24,255
460	163	306	1370. Pay and leave salary in lieu of notice to retrenched personnel			
1,05,501	38,320	70,181	Total ..	87,405	46,561	1,33,966
			1400. Accounts and Audit Department.—			
			1410. Pay and leave salary.—			
40,215	13,995	26,220	1411. Gazetted Officers	27,862	14,650	42,512
1,35,192	47,047	88,145	1412. Office establishment	88,494	46,529	1,35,023
20,108	6,998	13,110	1413. Outdoor inspection and verification staff.	12,048	6,808	19,756
8,062	2,806	5,256	1420. Travelling and other compensatory allowances.	4,678	2,460	7,138
			1430. Passages.—			
			1431. Officers			
			1432. Subordinates			
			1440. Contingent Office expenses.—			
			1441. Recruitment examination for subordinate accounts staff			
12,311	4,284	8,027	1442. Other expenses	8,215	4,320	12,535
			1450. Overseas pay of Officers paid in England ..			
			1460. Leave salary of Officers and subordinates paid in England			
			1470. Share of Railway Clearing Accounts Office ..			
			1480. Pay and leave salary in lieu of notice to retrenched personnel			
2,15,888	75,130	1,40,758	Total ..	1,42,197	74,767	2,16,964
			1500. Stores Department.—			
			1510. Pay and leave salary.—			
21,730	7,562	14,168	1511. Gazetted Staff	7,999	4,206	12,205
5,321	1,852	3,469	1512. Subordinate Supervising Staff	2,150	1,131	3,281
62,583	21,779	40,804	1513. Office establishment	40,272	24,329	70,601
1,323	460	863	1520. Travelling and other compensatory allowances	978	514	1,492
			1530. Passages.—			
			1531. Officers			
			1532. Subordinates			
6,131	2,134	3,997	1540. Contingent office expenses	3,535	1,853	5,388
63	22	41	1550. Overseas pay of officers paid in England ..	329	173	502
198	69	129	1560. Leave salary of officers and subordinates paid in England			
			1570. Pay and leave salary in lieu of notice to retren- ched personnel			
97,349	33,878	63,471	Total ..	61,263	32,211	93,474
			1600. Cash and Pay Department.—			
			1600. (A.) Payments to Contractors	7,731	4,033	11,766
13,080	4,552	8,528	1600. (B.) Contingent Office Expenses	1,432	753	2,185
2,090	727	1,363	1610. Pay and leave salary			
			1620. Travelling and other compensatory allowances			
			1630. Passages.—			
			1631. Officers			
			1632. Subordinates			
15,170	5,279	9,891	Carried Over ..	9,163	4,818	13,981

Abstract F.—(Concluded).

No. X —Expenses of General Departments.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
15,170	5,279	9,891	Brought Forward ..	9,163	4,818	13,981
..	..	..	I. GENERAL ADMINISTRATION.—(contd.)—	..	..	..
..	..	..	1610. Contingent Office expenses ..	..	..	..
..	..	..	1630. Leave salary of Officers and Subordinates paid in England. ..	..	..	..
..	..	..	1660. Pay and leave salary in lieu of notice to retrenched personnel. ..	..	..	..
15,170	5,279	9,891	Total ..	9,163	4,818	13,981
15,055	5,239	9,816	1700. Medical Department.—	10,586	5,567	16,153
4,531	1,612	3,019	1710. Pay and leave salary of—	6,456	3,394	9,850
..	..	..	1711. Medical and nursing staff ..	..	..	..
1,013	363	650	1712. Office establishment ..	577	303	880
..	..	..	1720. Travelling and other compensatory allowances. ..	..	..	..
..	..	..	1730. Passages.—	..	..	..
..	..	..	1731. Officers ..	..	..	..
..	..	..	1732. Subordinates ..	..	..	..
5,533	1,926	3,609	1740. Contingent office expenses ..	851	448	1,299
630	219	111	1750. Overseas pay and leave salary of Officers and Subordinates paid in England ..	3,177	1,670	4,847
1,360	473	887	1760. Payment on account of medical treatment of officers of superior services of all departments of the Railway. ..	..	..	..
4,250	1,482	2,778	1770. Drugs, instruments medical and surgical appliances for Railway hospitals and dispensaries ..	309	161	467
118	41	77	1780. Sundry Items.—	701	369	1,070
..	..	..	1781. Diet charges ..	2,792	1,468	4,260
32,032	11,355	21,277	1782. Accident Relief Medical Equipment ..	109	57	165
16,810	17,521	—711	1783. Contribution to Hospitals ..	..	..	..
28,789	10,355	18,434	1784. Other charges ..	..	..	..
12,084	4,205	7,879	1790. Leave salary in lieu of notice to retrenched personnel ..	..	..	..
89,859	28,136	52,714	Total ..	25,555	13,437	38,992
..	..	..	1800. Police.—	19,543	11,781	29,818
—9	—3	—6	1801. Contribution to Provincial Governments for Police ..	..	..	..
73	25	18	1802. Watch and Ward Establishment ..	4,972	2,613	7,585
1,38,696	60,239	78,657	1803. Pay and leave salary in lieu of notice to retrenched personnel ..	147	77	224
6,08,126	2,44,201	3,87,925	1804. Contingent expenses ..	63,805	33,690	97,495
..	..	..	1900. Miscellaneous Expenses.—	..	..	..
..	..	..	1901. Carriage of revenue stores—General Deptt. ..	5	2	7
..	..	..	1901A. Dearness Allowance ..	—223	—117	—340
..	..	..	1902. Loss of Cash ..	..	..	..
..	..	..	1903. Loss of Stores	..	..	..
..	..	..	Physical loss ..	..	..	..
..	..	..	1901. Loss of stores due to Depreciation or Deterioration. ..	..	..	..
..	..	..	Total ..	83,249	58,321	1,40,570
..	..	..	F. I.—Total General Administration ..	4,13,632	2,30,135	6,43,967
..	..	..	II. ORDINARY REPAIRS AND MAINTENANCE—	..	..	..
..	..	..	2101. Equipment.—	..	..	..
..	..	..	2101. Furniture and office equipment—	3,899	1,787	5,186
..	..	..	Service motor cars (rail and road) and trollies ..	..	..	..
..	..	..	2102. Repair Costs ..	447	230	653
..	..	..	2103. Working Costs ..	31	16	47
..	..	..	2104. Hospital furniture ..	..	..	..
..	..	..	2101. Dearness Allowance. ..	261	138	402
..	..	..	Total ..	4,141	2,177	6,218
..	..	..	F. II—Total ordinary Repairs and maintenance ..	4,17,973	2,32,812	6,50,285
..	..	..	TOTAL ABSTRACT F. ..	..	..	..

Value of stores returned to Stock and credited during the year 1944—1945 is Rs. 101/- (J. Ry. 65/- & J. H. R. 35/-).

Abstract G.

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. Law Charges.—			
11 038	3,841	7,197	1101. Pay of Railway legal staff and fees to counsel.	1,047	551	1,598
492	171	321	1102. Costs and other legal expenses	140	74	214
..	..	..	1103. Less-costs recovered .. ..	..	..	..
			1200. Rents, Rates and Taxes.—			
—1	..	—1	1201. Rents of buildings and lands for residential purposes	..	..	..
132	46	86	1202. Rents of buildings and lands for other purposes.	62	32	94
6,872	2,391	4,481	1203. Rates and taxes	4,223	2,221	6,444
			1300. Contributions to Provident Institution.—			
1,92,403	66,956	1,25,447	1301. Bonus	1,35,249	71,112	2,06,361
..	..	..	1302. Cost of management (if not part of Accounts office).	..	..	..
			1400. Gratuities.—			
9,979	3,473	6,506	1401. (a) For good, efficient and faithful service on retirement	1,597	840	2,437
..	..	..	(b) For good, efficient and faithful service on termination of service for other reasons ..	290	153	443
..	..	..	1402. Other gratuities .. ..	..	..	..
..	..	..	1403. Special expenditure—Gratuities to retrenched staff of all departments of the Railway.	..	..	..
1,08,394	37,721	70,673	1404. (a) Special contribution to Provident Institution on retirement under the age limit ..	1,570	826	2,396
..	..	..	(b) Special contribution to Provident Institution on termination of service for other reasons	64,525	33,926	98 451
			1500. Compensation —			
1,093	380	713	1501. Compensation under the Workmen's Compensation Act, VIII of 1923.	2,025	1,380	4,005
533	186	347	1502. Other compensation (Other than that included in E. III)	..	..	..
			1600. Educational Grants.—			
2,375	827	1,548	1610. Railway Schools.—			
..	..	..	1611. Gross expenditure	1,641	863	2,504
2,566	893	1,673	1612. Less-Grants of Local Governments, etc., and fees .. ..	..	..	..
..	..	..	1620. Grant-in-aid to other schools	1,201	631	1,832
..	..	..	1622. Educational assistance to Rly. employees children attending non Rly. schools ..	1,152	48	1,200
12	4	8	1630. Special class apprentices training expenses.	14	7	21
			1700. Health and welfare services.—			
26,802	10,044	18,518	1701. Sanitation and conservancy in Railway colonies and residential areas	20,327	10,087	31,014
202	70	132	1702. Lighting (other than Electric) in Railway colonies and areas	690	311	901
..	..	..	1703. Grants-in-aid—Religious purposes .. ..	..	..	..
2,467	855	1,602	1704. Grants-in-aid-Recreation	1,573	985	2,558
169	59	170	1705. Miscellaneous	105	55	160
			1800. Publicity Expenses.—			
..	..	..	1801. Cost of Local publicity Office staff .. ..	..	..	..
1,043	363	680	1802. Cost of Publicity and Advertisement	9	5	14
3,68,021	1,28,280	2,40,341	Total (Carried Over)	2,38,240	1,24,707	3,62,947

Abstract G.—(Concluded).

No. X.—Miscellaneous Expenses.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Year ending 31st March, 1944.			Particulars.	Year ending 31st March, 1945.		
Rs.	Jodhpur Hyder- abad Railway. (British Section).	Jodhpur Railway.		Jodhpur Railway.	Jodhpur Hyder- abad Railway. (British Section).	Total.
Rs.	Rs.	Rs.	Brought Forward ..	Rs.	Rs.	
3,67,621	1,63,250	2,40,311	I. GENERAL ADMINISTRATION (Contd)	2,38,240	1,24,707	3,62,947
..	..	..	1903. Share of Central Publicity office ..	..	..	..
11,765	4,600	7,605	1900. Miscellaneous Items.—	..	..	..
651	351	620	1901A. Dearness allowance ..	8,256	4,340	12,596
-1,765	-623	-1,242	1910. Protection of Railway property ..	2,400	1,262	3,662
6,198	2,591	4,237	1911. Fire protection of Railway property ..	..	..	..
5,421	1,888	3,533	1912. Protection of Railway property from air raids ..	-3,869	-2,034	-5,903
..	..	..	1920. Expenses in connection with the Indian Railway Conference Association.	3,673	1,931	5,604
250	87	163	1930. Miscellaneous Contributions and Grants.—	..	..	..
375	150	245	1931. Contribution to Railway Staff Benefit Fund ..	1,986	1,044	3,030
..	..	..	1932. Contribution to ceremonial occasions ..	..	..	..
3,72,161	1,29,512	2,42,049	1933. Other contributions and grants ..	9,760	286	10,046
2,825	883	1,442	1940. Sundry losses or gains.—	..	..	..
-3,522	-2,020	-3,706	1941. Loss or gain caused by the payments of Provident Fund Deposits and Gratuities in sterling ..	..	..	..
7,61,017	2,61,813	4,99,200	1942. Loss or gain by exchange on English transaction of miscellaneous nature ..	7	8	10
..	..	..	1943. Loss or gain for the running of Grain Shops ..	1,97,025	1,03,593	3,00,618
..	..	..	1944. Loss or gain for the running of Cloth Shops ..	2,024	1,064	3,088
..	..	..	1950. Unpaid wages ..	-7,765	-4,082	-11,847
..	..	..	I.—TOTAL GENERAL ADMINISTRATION.	4,51,737	2,32,144	6,83,881
18,922	6,553	12,335	III. Operating Expenses.—	..	..	..
1,500	1,577	2,953	3100. Indian charges on stores, excluding fuel and large patches of Permanent Way materials or Girders.	..	..	..
6,343	1,879	3,464	3101. Freight from port or source of supply ..	-574	-460	-1,334
..	..	..	3102. Insurance, port, landing, yard and other charges ..	2,919	1,535	4,454
389	132	248	3103. Charge levied on purchases made through the Indian stores Department ..	3,366	1,769	5,135
2,067	923	1,739	3104. Agency charges ..	..	..	..
170	59	111	3200. Catering Department —	..	..	..
..	..	..	3201. Pay, Wages and leave salary of catering staff.	347	182	529
2,207	707	1,739	3202. Provisions and stores ..	469	247	716
..	..	..	3203. Wines, etc., ..	..	..	..
170	59	111	3204. Miscellaneous charges ..	84	45	129
..	..	..	3205. Leave salary and pay in lieu of notice to retrenched personnel ..	..	..	..
2,207	707	1,739	3300. Miscellaneous Expenses —	..	..	..
..	..	..	3301. Loss on light and base coins and spurious notes.	..	..	..
..	..	..	3301A. Dearness allowance ..	593	314	912
..	..	..	3302. Loss or gain on earnings in transit ..	..	..	..
..	..	..	3303. Expenses on collection of bridge tolls ..	..	..	..
..	..	..	3304. Fees for Local Advisory Committee Members.	..	..	..
..	..	..	3305. Subscriptions paid to Chambers of Commerce.	149	79	228
..	..	..	3306. Supplies ..	1,112	585	1,697
..	..	..	3307. Interest on Capital Cost of —	..	..	..
..	..	..	(i) Loss on the Insurance ..	..	..	..
..	..	..	(ii) Vehicle ..	..	1,09,865	1,09,865
..	..	..	(iii) Machinery ..	..	1,73,215	1,73,215
..	..	..	(iv) Motor vehicle building—Jointly used ..	..	25,710	25,710
..	..	..	(v) J. H. Ry. Station jointly used ..	2,015	33,172	35,187
..	..	..	(vi) J. H. Ry. Station jointly used ..	..	35,191	35,191
..	..	..	3308. Part of Capital Cost ..	..	..	..
..	..	..	3309. Road Services ..	131	69	200
4,99,200	1,61,112	2,42,049	G. III. Total operating expenses ..	10,314	3,81,257	3,91,571
11,765	4,600	7,605	Total Abstract G ..	4,62,551	6,13,401	10,75,952

Major portion of the amount returned to Stock at Jodhpur during the year 1944-45 is Rs. 6,811/- (J. Ry. 4,115/- & J. H. Ry. 2,715/-).

Abstract H.

No. X—Expenses of Electrical Department.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION.—			
			1100. Pay and leave salary.—			
			1110. Officers.—			
..	..	..	1111. Administrative .. ..	..	..	..
..	..	..	1112. Workshops .. ..	..	..	..
			1113. Running .. ..	..	..	..
			1120. Subordinate Supervising staff.—			
..	..	..	1121. Administrative .. ..	..	..	..
5,100	1,775	3,325	1122. Workshops .. ..	..	..	..
			1123. Running	3,539	1,861	5,400
			1130. Office Staff.—			
..	..	..	1131. Administrative Offices .. ..	..	..	..
..	..	..	1132. Workshops .. ..	..	..	..
..	..	..	1133. Running .. ..	..	..	..
181	63	118	1200. Travelling and other compensatory allowances ..	131	69	200
			1201. A. Dearness Allowance.. ..	134	54	188
			1300. Passages.—			
..	..	..	1301. Officers .. ..	..	..	..
..	..	..	1302. Subordinates .. ..	..	..	..
			1400. Contingent Office expenses. .	..	..	..
..	..	..	1500. Overseas pay of Officers paid in England ..	..	..	..
..	..	..	1600. Leave salary of Officers and Subordinates paid in England.	..	..	..
..	..	..	1700. Pay and salary in lieu of notice paid to retrenched personnel.	..	..	..
5,231	1,898	3,443	H.—1. TOTAL GENERAL ADMINISTRATION ..	3,801	1,934	5,735
			II. REPAIRS AND MAINTENANCE.—			
			2200. Electrical General Services.—			
			2210. Electric plant and Equipment for.—			
..	..	..	2211. General stations and sub- { Wages..	..	..	..
			stations. { Materials	..	..	..
692	692	..	2212. Overhead lines and under { Wages..	..	..	..
			ground cables. { Materials	52	652	704
2,135	749	1,386	2213. Workshops { Wages..	1,199	631	1,830
4,565	1,949	2,616	.. .. { Materials	1,295	681	1,976
19,275	6,795	12,480	2214. Train lighting equipment in { Wages ..	13,460	7,077	20,537
23,240	7,599	15,641	steam trains. { Materials	23,893	12,563	36,456
..	..	..	2215. Lighting in Multiple unit { Wages..	..	..	..
14	..	14	stock. { Materials	..	..	..
5,760	1,988	3,772	2216. Locomotive Head Lights on { Wages..	4,225	2,221	6,446
4,383	1,542	2,841	Steam Trains. { Materials	2,576	1,354	3,930
163	11	152	2217. Service buildings (other than { Wages..	254	490	744
1,758	809	949	workshops and power stations) { Materials	1,657	727	2,384
			Offices, Stations, yards, Road lighting, etc.			
1,165	—3	1,168	2218. Residential staff quarters-Rent { Wages..	67	..	67
1,536	421	1,115	returning buildings. { Materials	2,752	585	3,337
..	..	..	2219. Residential staff quarters-Non { Wages..	..	..	..
18	..	18	rent returning buildings. { Materials	..	..	..
..	..	..	2219. A. Machinery other than { Wages..	6	..	6
..	..	..	workshops. { Materials	14	..	14
..	..	..	2220. Miscellaneous Equipment.—			
..	..	..	2221. Furniture and office equip- { Wages..	..	..	..
..	..	..	ment. { Materials	..	..	..
..	..	..	2222. Service Motor Cars and { Wages..	..	..	..
..	..	..	Trolleys. { Materials	..	..	..
64,704	22,552	42,152	Total (Carried Over) ..	51,450	26,981	78,431

Abstract H.—(Contd):

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway British (Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
54,701	22,552	42,132	Brought Forward.	51,450	26,981	78,431
			II.—REPAIRS AND MAINTENANCE.—(Contd).			
			2230. New Minor Works.—			
154	..	154	2231. Original works or additions. { Wages..	2	..	2
529	5	524	{ Materials	135	..	135
..	28	..	2232. Replacements { Wages..	..	..	..
			{ Materials	..	..	..
			2300. Electric Communication Services.—			
			2310. Train Movement Instruments and Apparatus.—			
1,05,265	36,402	68,863	2311. Government Telegraph { Wages..	68,834	38,000	1,06,834
..	..	..	Department for rent, etc. { Materials	..	..	..
25	6	19	2312. Direct Maintenance, wages { Wages..	104	515	619
5,529	2,017	3,512	and stores. { Materials	1,241	1,163	2,404
			2320. Communication circuits and Apparatus.			
2,241	365	1,876	2321. Government Telegraph Depart- { Wages..	2,044	350	2,394
..	..	..	ment and public telephone { Materials	..	..	..
			companies for rent, etc.			
9	22	13	2322. Direct Maintenance, wages { Wages..	106	..	106
1,452	1,326	120	and stores. { Materials	312	..	312
			2330. Miscellaneous Equipment.—			
10	..	10	2331. Furniture and office equip- { Wages..	..	24	24
105	50	55	ment. { Materials	256	76	332
..	..	..	2332. Service Motor Cars and { Wages..	..	..	..
			Trolleys. { Materials	..	..	..
..	..	..	2340. New Minor Works.—			
284	..	284	2341. Original Works or additions.. { Wages..	..	50	..
			{ Materials	926	..	976
492	..	492	2342. Replacements { Wages..	..	..	..
626	215	411	{ Materials	493	259	752
			2401. Dearness Allowance .. ..	..	..	..
1,81,456	62,958	1,18,498	II.—II.—TOTAL REPAIRS AND MAINTENANCE ..	1,25,903	67,427	1,93,330
			III. OPERATING EXPENSES —			
			3200. General Services.—			
			3210. Supply of energy for power and lighting.			
24,285	8,458	15,827	3211. Lights and fans on steam trains ..	17,740	9,327	27,067
..	..	..	3212. Lights and fans on multiple unit stock ..	..	..	..
4,375	4,863	9,238	3213. Service buildings, yards, stations, road			
107	162	269	lighting, etc.	7,612	3,950	11,462
4,482	1,465	3,017	3214. Staff Quarters	310	163	473
			3215. Miscellaneous installations other than			
			main Workshops.	2,168	1,140	3,308
6,454	22,174	61,200	3216. Workshops (for Engineering, Loco,			
121	112	211	Carriage and Wagon, Transportation). ..	43,211	22,720	65,931
121	..	..	3220. Other operating labour and stores..	254	143	397
121	..	..	3230. Miscellaneous expenses —			
..	..	..	3231. Carriage of Revenue stores	130	59	189
..	..	..	3232. Loss of Cash .. ..	..	..	..
..	..	..	3233. Loss of stores—(Physical losses)	—18	—25	—73
..	..	..	3234. Loss of stores due to Depreciation or			
..	..	..	Deterioration.	—383	—191	—574
..	..	..	3235. Excess of energy supplied for works			
..	..	..	and large power stations to the revenue	—13,211	—22,720	—35,931
..	..	..	Total (Carried Over) ..	27,762	14,566	42,328

Abstract H.—(Concl'd).

No. X.—Expenses of Electrical Department.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	Jodhpur Hydera- bad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway. (British Section).	Total.
Rs. 42,799	Rs. 14,731	Rs. 28,068	Brought Forward.	Rs. 27,703	Rs. 14,666	Rs. 42,269
			III.—OPERATING EXPENSES.—(Contd).			
			3300. Communication Services.—			
			3310. Train Movement instruments and apparatus.—			
..	..	..	3311. Pay, Wages and Allowances .. ..	..	..	..
2,419	842	1,577	3312. Materials	1,060	558	1,618
			3320. Communication circuits and apparatus.—			
34,738	12,092	22,646	3321. Pay, Wages and Allowances	24,316	12,858	37,174
2,446	1,104	1,341	3322. Materials	1,592	1,097	2,689
			3330. Miscellaneous.—			
..	..	..	3331. Carriage of Revenue Stores	—5	—3	—8
..	..	..	3332. Loss of Cash .. ..	..	..	..
—23	—8	—15	3333. Loss of stores—physical losses	2	..	2
—872	—303	—569	3334. Loss of stores due to Depreciation or Deterioration.	315	163	481
17,613	6,092	11,421	3401-A. Dearness Allowance	10,169	5,347	15,516
99,019	34,550	64,469	H. III.—TOTAL OPERATING EXPENSES	65,152	34,589	99,741
			IV.—APPROPRIATION TO DEPRECIATION RESERVE FUND (ON STATE-MANAGED RAILWAYS) OR REPLACEMENTS- AND RENEWALS (ON COMPANY-MANAGED RAILWAYS).			
			4200. General Services.—			
			4210. Electric Plant and Equipment for.—			
..	..	..	4211. Generating stations and sub-stations .. ..	..	..	..
..	..	..	4212. Overhead lines and underground cables .. ..	..	..	..
..	..	..	4213. Workshops .. ..	..	..	..
..	..	..	4214. Lighting in Coaches of steam trains .. ..	..	..	..
..	..	..	4215. Lighting in Multiple unit stock .. ..	..	..	..
..	..	..	4216. Locomotive Headlight on steam trains .. ..	..	..	..
..	..	..	4217. Service buildings and staff quarters, yards, stations, road lighting, etc. .. ..	..	..	..
..	..	..	4218. Machinery other than workshops .. ..	..	..	..
..	..	..	4220. Miscellaneous Equipment .. ..	..	..	..
..	..	..	4230. Credits for released material .. ..	..	..	..
			4300. Communication Services.—			
..	..	..	4310. Train Movement instruments and apparatus .. ..	..	..	..
..	..	..	4320. Communication circuits and apparatus .. ..	..	..	..
..	..	..	4330. Miscellaneous equipment .. ..	..	..	..
..	..	..	4340. Credits for released materials .. ..	..	..	..
..	..	..	Total Replacements and Renewals .. ..	..	..	..
..	..	..	4400. Net Appropriation to Depreciation Reserve Fund .. ..	..	..	..
			H. IV.—TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND .. ..	..	..	..
2,85,756	99,376	1,86,380	Total Abstract H.	1,94,859	1,04,000	2,98,859

Value of stores returned to Stock and credited during the year 1944-45 is Rs. 78/- (J. R. 51/- and J. H. R. 27/-).

JODHPUR RAILWAY.—(Whole System).
Statement No. XI.

ABSTRACT X.—Coaching Earnings.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Previous year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
73,81,320	100. Passengers.—					
	110. Ordinary full fares	1,70,564	7,44,162	6,16,368	62,81,010	73,12,104
	120. Ordinary reduced fares.—					
5,574	121. Return tickets at reduced fares and week end and holiday excursion tickets.	153	486	15	476	1,130
3,575	122. Season and Zone tickets				2,512	2,512
72,970	123. Other description of concession tickets	34,955	6,156	1,042	14,737	56,890
4,42,570	130. Military Passengers	47,893	1,47,691	11,979	1,70,368	3,77,931
79,01,559	Total	2,53,565	8,93,495	6,29,404	64,69,103	82,50,567
Previous Year		2,33,979	8,01,920	5,23,867	63,46,803	
41,963	200. Special Trains and Reserved Carriages.—					
	210. Public					42,735
55,924	220. Special trains and reserved carriages—Military.—					
52,122	(a) Military reserved carriages					13,391
	(b) " special passengers					26,139
	(c) " " stores					
75,928	300. Luggage Public					83,290
6,887	Military					5,146
9,25,791	400. Parcels.—					
192	410. Public Parcels					10,71,147
	420. Service Parcels					420
7,201	500. Other Coaching Traffic.—					
10,921	510. Rail and Road Motor vehicles and carriages					2,206
	520. Live Stock by passenger trains					9,633
	600. Transport of Post Office Mails.—					
55,516	610. Postal Special trains					
4,012	620. Hire and haulage of Postal Vans and compartments					69,815
	630. Post Office bags and parcels by weight					3,953
24,632	700. Miscellaneous Coaching receipts.—					
	710. Penalties levied for irregular travelling					32,729
11,386	720. Demurrage on luggage and parcels and receipts on account of left luggage.					
192	721. Demurrage					16,521
-2,888	722. Left luggage receipts					27
91,66,557	730. Sundry					51,203
	Total					96,79,076
	800. Deduct—Refunds—					
4,181	810. Refunds of earnings collected.—					
	811. Overcharges					8,636
	812. Penalties levied for irregular travelling					13
	813. Demurrage on luggage and parcels and receipts on account of left luggage					
91,52,676	Abstract X.—Total Coaching Earnings					90,70,377

* Traffic Mileage fares during the year 1944-45 were as under:—

					Pies per Mile.	
					By Mail trains.	By ordinary trains.
FIRST CLASS	1 to 200 miles				24	21
	Plus 301 miles and over				18	18
SECOND CLASS	1 to 200 miles				12	12
	Plus 201 miles and over				9	9
	For distances upto 5 miles				6*	
INTERMEDIATE CLASS	1 to 5 miles					6
	For distances above 5 miles					4
	1 to 500 miles					5
	Plus 501 miles and over					4
	For distances upto 50 miles					
	1 to 50 miles				5*	
	For distances above 50 miles					
THIRD CLASS	1 to 50 miles				4*	
	Plus 501 miles and over				3*	
	1 to 50 miles					4
	Plus 501 miles					31
	Plus 151 to 500 miles					31
	Plus 501 miles and over					24

* On 2 Up and 1 Down and 1 Up and 2 Down passenger trains running between Marwar Junction and Hyderabad (see B. & C. section taken as Mail train) & ordinary coach fares.

* The fares & intermediate class by ordinary train apply by Mail trains for distances over 50 miles on the section between Marwar Junction and Hyderabad (see B. & C. section).

(*) These are levied on all mail trains upto 10% on the following branches of this Railway:—

- (1) Marwar-Jodhpur (State) Railway.
- (2) Jodhpur-Bikaner Railway.
- (3) Marwar-Jodhpur (City) Branch.
- (4) Jodhpur-Bikaner (Kutch) Branch.

JODHPUR RAILWAY.—(Jodhpur Section).

Statement No. XI.—(Continued).

ABSTRACT X.—Coaching Earnings.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Previous Year.	* Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	100. Passengers.—					
45,32,387	110. Ordinary full fares	1,13,439	4,66,424	2,69,716	40,33,826	48,23,405
	120. Ordinary reduced fares.—					
3,967	121. Return tickets at reduced fares and week end and holiday excursion tickets	153	423	12	469	1,057
2,485	122. Season and Zone tickets ..	..	..	..	1,749	1,749
55,041	123. Other description of concession tickets	25,305	4,481	956	12,006	648 43,446
3,07,558	130. Military Passengers	32,244	1,03,887	8,634	1,29,700	2,74,445
49,01,388	Total	1,71,141	5,75,195	2,19,318	41,78,650	51,44,304
..	Previous Year	1,59,633	5,12,244	1,91,962	40,34,544	
	200. Special Trains and Reserved Carriages—					
39,597	210. Public .. ..	..	..	..	..	41,030
23,147	220. Special trains and reserved carriages—Military—					
6,248	(a) Military reserved carriages ..	..	..	..	..	9,517
..	(b) " special passengers ..	..	..	..	..	10,305
..	(c) " " stores ..	..	..	..	..	..
51,716	300. Luggage—Public .. ..	..	..	..	..	55,822
3,865	Military .. ..	..	..	..	..	3,557
	400. Parcels.—					
6,25,322	410. Public Parcels .. ..	..	..	..	..	7,30,630
188	420. Service Parcels .. ..	..	..	..	..	360
	500. Other Coaching Traffic.—					
6,595	510. Rail and Road Motor vehicles and carriages ..	..	..	..	..	2,116
6,845	520. Live Stock by passenger trains ..	..	..	..	..	5,850
	600. Transport of Post Office Mails.—					
..	610. Postal Special trains ..	..	..	..	..	..
42,619	620. Hire and baulage of Postal Vans and compartments ..	..	..	..	..	49,831
1,619	630. Post Office bags and parcels by weight ..	..	..	..	..	1,793
	700. Miscellaneous Coaching receipts.—					
17,082	710. Penalties levied for irregular travelling ..	..	..	..	..	24,574
	720. Demurrage on luggage and parcels and receipts on account of left luggage.—					
5,986	721. Demurrage .. ..	..	..	..	..	9,196
192	722. Left luggage receipts ..	..	..	..	..	27
—11,136	730. Sundry .. ..	..	..	..	..	15,095
57,21,273	Total					61,04,016
	800. Deduct—Refunds.—					
	S10. Refunds of earnings collected					
3,273	S11. Overcharges .. ..	..	..	..	..	3,807
..	S12. Penalties levied for irregular travelling ..	..	..	..	..	13
..	S13. Demurrage on luggage and parcels and receipts on account of left luggage ..	..	..	..	..	..
57,16,000	Abstract X.—Total Coaching Earnings ..					61 00,193

* For Traffic Mileage fares—see remarks given in Abstract X for Whole System.

JODHPUR-HYDERABAD RAILWAY.—(British Section).

Statement No. XI.—(Continued).

ABSTRACT X.—Coaching Earnings.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Previous Year.	Traffic Mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
28,48,933	100 Passengers.—					
	110. Ordinary full fares	57,125	2,77,738	4,06,652	22,47,184	29,88,699
	120. Ordinary reduced fares.—					
1,907	121. Return tickets at reduced fares and week end and holiday excursion tickets.. ..	..	63	3	7	73
1,100	122. Season and Zone tickets .. ..	..	..	..	763	763
17,929	123. Other description of concession tickets	9,650	1,675	86	1,831	13,242
1,35,312	130. Military Passengers	15,649	43,824	3,345	40,668	1,03,486
	Total	82,424	3,23,300	4,10,086	22,90,453	31,06,263
30,05,181	Previous Year	74,341	2,89,676	3,28,905	23,12,259	
	200. Special Trains and Reserved Carriages.—					
2,306	210. Public.— .. ..	..	..	..	..	1,705
12,517	220. Special trains and reserved carriages—Military.—					
45,874	(a) Military reserved carriages .. ..	..	..	..	..	3,674
	(b) " special passengers .. ..	..	..	..	..	15,834
	(c) " " stores .. ..	..	..	..	..	..
23,612	300. Luggage—Public .. ..	..	..	..	..	27,466
2,022	Military .. ..	..	..	..	..	1,689
3,00,472	400. Parcels.—					
	410. Public Parcels .. ..	..	..	..	..	3,40,517
4	420. Service Parcels .. ..	..	..	..	..	69
	500. Other Coaching Traffic:—					
600	510. Rail and Road Motor vehicles and carriages .. ..	..	..	..	..	180
4,073	520. Live Stock by passenger train .. ..	..	..	..	..	3,794
	600. Transport of Post Office Mails.—					
	610. Postal Special trains .. ..	..	..	..	..	..
15,897	625. Hire and haulage of Postal Vans and compartments .. ..	..	..	..	..	19,084
2,423	630. Post Office bags and parcels by weight .. ..	..	..	..	..	2,195
6,580	700. Miscellaneous Coaching receipts:—					
	710. Penalties levied for irregular travelling .. ..	..	..	..	..	8,155
	720. Demurrage on luggage and parcels and receipts on account of left luggage—					
7,330	721. Demurrage .. ..	..	..	..	..	7,325
	722. Left luggage receipts .. ..	..	..	..	..	..
8,248	730. Sundry .. ..	..	..	..	..	36,108
16,25,784	Total					35,76,060
	800. Deduct—Refunds:—					
	810. Refunds of carriage collected—					
4,575	811. Overcharges .. ..	..	..	..	..	4,575
	812. Penalties levied for irregular travelling .. ..	..	..	..	..	..
	813. Demurrage on luggage and parcels and receipts on account of left luggage .. ..	..	..	..	..	..
4,575	Total					35,70,151
	Abstract No. Total Coaching Earnings					35,70,151

* For traffic mileage fares see the schedule in Abstract X for W.C. & B. System.

JODEPUR RAILWAY.

Statement No. XI.—(Continued).

ABSTRACT Y.—Goods Earnings.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	J. Ry.	J. H. Ry.	Particulars.	J. Ry.	J. H. Ry.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			100. Fuel.—			
			110. Coal and Coke.—			
33,540	27,303	6,237	111. For the public	33,142	5,907	39,049
1,031	1,031	..	112. For foreign Railways and Home Line construction ..	1,209	..	1,209
19,171	7,216	11,955	120. Oil fuel	9,866	11,145	21,011
93,958	61,046	32,912	130. Fire wood and other fuel ..	89,451	39,977	1,29,431
89,30,383	59,66,517	29,63,866	200. General Merchandise	51,02,750	27,06,746	81,09,496
4,72,860	3,48,340	1,24,540	300. Military Traffic	4,01,800	1,22,220	5,24,020
59,574	45,156	14,418	400. Live Stock	37,097	5,648	42,745
			500. Railway Materials (other than Coal and Coke).—			
17,031	13,417	3,614	510. For Foreign Railways ..	2,13,756	91,430	3,04,186
19,820	15,511	4,309	520. For Home Line construction ..	16,154	12,610	28,764
			600. Service Maintenance Materials and Stores.—			
			610. Coal and Coke.—			
1,84,294	1,64,869	19,435	611. For Locomotive Department	1,61,997	23,213	1,85,210
..	..	..	612. For other departments ..	..	..	..
..	..	..	620. Wood and patent fuel ..	..	..	..
..	..	..	630. Oil Fuel .. ..	..	..	..
62,552	49,542	13,010	640. General Stores and Materials ..	29,739	7,773	37,512
			700. Miscellaneous Goods Earnings.—			
5,940	3,527	2,413	710. Demurrage	12,959	4,587	17,546
59,783	32,596	27,187	720. Wharfage and Storage ..	43,621	34,314	77,935
..	..	..	730. Sundries .. ..	..	..	..
99,59,957	67,36,061	32,23,896	Total ..	64,53,544	30,64,570	95,18,114
			800. Deduct—Refunds.—			
			810. Refunds of earnings collected			
20,848	14,238	6,605	811. Over Charges	9,870	4,056	13,926
406	166	240	812. Lammurage, Wharfage and Storage	331	317	648
99,38,708	67,21,657	32,17,051	Abstract. Y.—Total Goods Earnings ..	64,43,313	30,60,197	95,03,540

JODHPUR RAILWAY.

Statement showing the earnings of the following Sub-heads of General Merchandise.
—1944-45.—

Serial No.	Commodities.	Jodhpur Railway.	Jodhpur-Hyderabad Railway.	Total for the system (excluding Refunds).
		Rs.	Rs.	Rs.
1	Rice in the husk	17	2,716	2,733
2	Rice not in the husk	79,720	1,03,522	1,83,242
3	Gram and Pulses	2,90,253	81,290	3,71,543
4	Wheat	3,69,467	4,93,949	8,63,416
5	Jawar and Bajra	1,03,709	31,168	1,34,875
6	Other grains	1,40,465	65,430	2,05,894
7	Marble and Stone	6,61,479	14,420	6,75,899
8	Salt	2,82,563	16,433	2,98,996
9	Sugar, refined and unrefined	1,31,847	26,417	1,58,264
10	Wood unwrought	27,963	13,395	41,358
11	Metallic Ores .. .. .	..	..	..
12	Oil seeds	7,11,504	3,16,487	10,27,991
13	Cotton Raw Pressed	3,72,522	3,45,755	7,18,277
14	Petrol (in bulk)	72,236	33,270	1,05,506
15	Cement	25,417	16,851	42,268
16	Kerosene oil (in bulk) .. .. .	..	..	..
17	Cotton Raw unpressed	3,505	1,97,233	2,00,738
18	Cotton manufactured	2,23,459	89,422	3,12,881
19	Fodder	49,515	14,805	64,320
20	Fruits and Vegetables, Fresh	1,59,841	63,911	2,23,752
21	Gur, Jagree, Molasses, etc.	2,03,894	33,790	2,42,684
22	Jute, Raw	33	21	54
23	Jute, Manufactured	63,951	50,848	1,14,799
24	Iron and Steel, wrought	1,87,228	81,009	2,68,237
25	Kerosene oil (in tins)	92,519	41,752	1,34,271
26	Tobacco	38,058	22,481	60,539
27	Petrol (in tins)	13,151	6,812	19,963
28	Provisions	2,87,413	1,63,919	4,51,332
29	Vegetable oil	39,971	29,362	69,333
30	Other commodities	7,54,289	3,41,280	10,95,569
	Total	52,93,039	27,02,767	80,95,806

JODHPUR RAILWAY.

Statement No. XI.—(Concluded).

ABSTRACT Z.—Sundry Other Earnings.

Year ending 31st March, 1944.

Year ending 31st March, 1945.

Total.	J. Ry.	J. H. Ry.	Particulars.	J. Ry.	J. H. Ry.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
56,805	48,141	8,164	100. Electric Telegraph Earnings ..	75,516	5,530	81,016
23,180	16,639	6,491	200. Rents and Tolls:—			
..	..	..	210. Residential buildings ..	25,928	6,450	32,387
542	395	147	220. Other buildings or rooms ..	..	..	..
..	..	..	221. Quasi railway institutions ..	..	..	..
785	711	24	222. Outsiders ..	186	51	237
687	653	34	230. Lands:—			
..	..	..	231. Lensed out for building purposes ..	743	..	743
..	..	..	232. Lensed out for other purposes ..	865	555	920
..	..	..	240. Tolls on bridges ..	..	..	..
..	..	..	300. Receipts from catering department:—			
..	..	..	310. Meals and refreshments in rooms and cars ..	..	..	..
17,183	11,253	5,930	320. Sales of stores and wines ..	..	..	..
..	..	..	330. Sundry receipts ..	7,539	4,458	11,997
2,12,667	1,41,174	71,493	400. Overhead charges and profits recovered on work done for outside parties and on sales of stores:—			
1,371	906	465	401. Overhead charges including profit on work done in workshops ..	2,15,237	1,09,605	3,24,842
22,965	12,732	10,233	402. Profit on sales of stores ..	4,574	2,454	7,328
44,833	23,922	15,911	500. Sale proceeds of:—			
133	131	2	510. Unclaimed and damaged goods ..	19,807	19,702	39,509
674	433	241	520. Coal ashes (Cinder). ..	45,312	22,504	67,816
..	..	..	530. Grass and trees on the line ..	59	5	64
57	39	18	600. Miscellaneous receipts:—			
..	..	..	610. Advertisement fees ..	965	486	1,451
..	..	..	620. Fees on share transfers, etc ..	..	..	..
..	..	..	630. Excess cash ..	116	60	176
..	..	..	640. Payments for running powers ..	5	..	5
12,196	3,525	8,671	650. Interest and Maintenance charges on account of sidings, saloons, level crossings, etc., from private bodies and other Government Departments ..	3,927	9,068	12,995
..	..	..	660. Dividend, etc., from investments in road transport service ..	..	..	..
25,382	28,362	..	670. Other unclassified receipts:—			
25,432	25,432	..	(a) Interest on Capital cost of Jodhpur Railway Stores ..	35,191	..	35,191
..	..	..	(b) Interest on Capital cost of Machinery ..	25,719	..	25,719
1,10,442	1,10,442	..	(c) Interest on Capital cost of electric light plant jointly used ..	..	..	..
1,73,834	1,73,834	..	(d) Interest on Capital cost of Locomotive ..	1,09,365	..	1,09,365
34,866	32,891	1,975	(e) Interest on Capital cost of Vehicles ..	1,73,215	..	1,73,215
56,613	35,853	20,760	(f) Interest on Capital cost of Buildings ..	33,432	2,013	35,445
..	..	..	(g) Other unclassified receipts ..	49,650	20,234	69,884
8,23,047	6,72,488	1,50,559	Total ..	8,27,211	2,03,177	10,30,388
..	..	..	700. Deduct-Refunds:—			
..	..	..	710. Refunds of earnings collected ..	..	..	..
..	..	..	711. Rents and tolls ..	..	..	..
..	..	..	712. Other sundry receipts ..	..	..	..
8,23,047	6,72,488	1,50,559	Abstract Z.—Total Sundry Other Earnings	8,27,211	2,03,177	10,30,388

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March, 1945.

	OUTSTANDING ON		Brief reasons for outstanding.
	Last day of year.	Date of Preparation of this statement 13-6-1945.	
	Rs.	Rs.	
Due from construction accounts ..	..	..
.. .. Government { Postal Department ..	..	..
.. .. Civil	3,323	2,449	Payment is awaited.
.. .. Military	39	39	
.. .. Telegraph	1,054	1,054	Verification is awaited.
.. .. Public Companies and Traders ..	1,654	351	Payment is awaited.
.. .. Other Railways ..	3,460	3,460	
.. .. Traffic Department ..	2,89,210	69,701	Freight charges & undercharges are outstanding at stations.
.. on account of Carriage of Revenue Stores.—			
.. from Engineering Department ..	1,591	862	
.. .. Locomotive .. ..	..	..
.. .. Carriage and Wagon	40,913	25,125	Carriage bills awaiting verification.
.. .. Traffic	70	45	
.. .. Stores	4,375	4,324	
.. .. Medical .. ..	..	..
.. .. Sundries .. ..	..	..
Total ..	3,45,689	1,07,410	

No. XIII. Statement of Surplus Profits for the year ending 31st March, 1945.

— Nil. —

JODHPUR-HYDERABAD RAILWAY.—(British Section).

No. XIV.

Net Revenue Account for the year ending 31st March, 1945.

Dr.	Rs.	By Net Earnings of the year as per Form No. VIII ..	Rs.
To Interest on Capital Outlay ..	*	..	37,88,907
Balance, being surplus profits Balance, being net—	..
Total ..	*	Total ..	37,88,907

The interest on capital outlay has been calculated during the year ending 31st March 1945.

By Order of the
General Manager

(He.)

He.

Interest on Capital

Interest on Capital

Figures in brackets and italics

JODHPUR-HYDERABAD RAILWAY.—(*British Section*).*XV.—Account of Total Net Receipt.*

<i>Dr.</i>	<i>Rs.</i>		<i>Cr.</i>
To Net earnings to end of previous year	3,64,66,508	By Amount outstanding at debit of Traffic Account	3,61,566
To Net earnings for current year.	37,88,907	By Amount outstanding at debit of Revenue Suspense .. ..	..
To amount of Demands payable at end of year	55,092	By Amount of Net receipts ..	3,99,48,941
To Foreign Railways .. ..	..	
Total ..	4,03,10,507	Total ..	4,03,10,507

*No. XVI.—Interest Account.**No. XVI.—Interest Account.*

<i>Dr.</i>			<i>Cr.</i>
To amount of Net Receipts from Account No. XV	3,99,48,941	By interest to end of previous year.	1,24,39,426
To balance excess of interest on capital on Net Receipts	..	By interest during the current year.	5,27,405
		By balance of net receipts in excess of interest of Capital Accounts.	2,69,72,110.
Total.	3,99,48,941	Total.	3,99,48,941

* Figures will be advised later on.

No. XVII.—Revenue Balance Sheet.

<i>Dr.</i>	<i>Rs.</i>		<i>Cr.</i>
To Demands payable ..	55,092	By Traffic Account	3,61,566
		By Demands Private Companies ..	..

JODHPUR RAILWAY.

(Metre Gauge System).

Certified that the Capital and Revenue Accounts relating to the Jodhpur Railway, and Jodhpur-Hyderabad Railway (British Section) for the year ending 31st March 1945, compiled under the directions of the General Manager, have to the best of my knowledge and belief, been correctly prepared.

M. V. RAO,
Ag. Chief Auditor,
Jodhpur Railway.

Jodhpur, Dated the 2nd July, 1945.

Certificate respecting the Permanent Way etc.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs, etc., have, during the past year, been maintained in good working condition and repair.

H. G. RAWLINS,
General Manager,
Jodhpur Railway.

C. GREGORY JONES,
Chief Engineer,
Jodhpur Railway.

Jodhpur Dated the 16th April, 1945.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

H. G. RAWLINS,
General Manager,
Jodhpur Railway.

G. T. GRAFTON,
Chief Mechanical Engineer,
Jodhpur Railway.

Jodhpur, Dated the 16th April, 1945.

I hereby certify that the permanent way, structures at stations, signalling and interlocking, level crossings, sub-ways, bridges, engines rolling stock, machinery and plant have been, during the year ending, 31st March 1945, maintained by the Railway in good working order and repair for the public carriage of passengers.

K. B. LAL,
Government Inspector of Railways,
Circle No. 1.

LALHOEY,
Dated 20th April, 1945.

Jodhpur Railway.

ANNUAL REPORT

1944-45.

SECTION III

Analysis of Working.

(Statistical Statements).

TABLE OF CONTENTS.

SECTION III.

ANALYSIS OF WORKING.

Headings.	Number of Statement.	Page No.
Statements of Rolling Stock:—		
Locomotives	1	2
Rail Cars (Steam propelled and Internal combustion Engine propelled) etc. ..	2	3
Coaching stock	3	4—7
Goods stock	5	8—9
Mileage statement	8	10
Statement of Description of Railway worked ..	9	11
„ „ Passenger revenue statistics ..	12	12—13
„ „ Goods revenue statistics ..	13	14—15
„ „ Revenue earnings and expenses ..	14	16
Results of working	15}	17
Statement of Ton mileage	16}	
„ „ Train and engine mileage ..	17	18
„ „ Engine hours	18	19
„ „ Vehicle and wagon miles ..	19	20
„ „ Running of trains and speed of goods trains ..	20	21
„ „ Shunting and light running ..	21}	22
„ „ Engine usage	22}	
„ „ Load of trains	23}	23
„ „ Vehicles and wagons and their usage ..	24}	
„ „ Density of traffic	25	24
„ „ Repairs of Rolling Stock	26 (a)}	
„ „ Cost of Repairs and Maintenance of Rolling stock ..	26 (b)}	25
„ „ Coal consumption	27 (a)}	
„ „ Coal consumption by classes of services ..	27 (b)}	26
„ „ Efficiency	28	
„ „ Commodities	29	27
Working Expenses Tables A to H. ..}	30	28—34
„ „ „ A to H. (Summary) }		
Statement of Oil consumption	31}	34
„ „ Electric train performance ..	32}	
„ „ Rail Cars (Steam propelled and Internal combustion Engine propelled) performance ..	33	35

No. 2.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1945.

Rail Cars (Steam propelled), Rail Cars (Internal Combustion engine propelled) and Electric Motor Coaches.

1	Name of Coaches.	Description of rail cars (steam propelled and Internal Combustion engine propelled) etc., in serviceable order at the end of the year (vide Column 26).					Total seats.		Number of authorised and serviceable stock at the end of the previous year.						Changes in the sanctioned stock during the year.				Changes in serviceable stock during the year.										26	27	28
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	Authorised stock at the end of the year (=Columns 13+18+19+20-21-22-23-25+24).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 11+22-19-stock written off out of column 11).	Stock replaced but still running on the line at the end of the year (=Columns 13+21-25).			
1	Name of Coaches.	Number of axles.	Form of driving power.	Maximum rated horse-power.	Weight on driving axles.	Total weight.	Upper class.	Lower class.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 9-10-11+12).	Additions to authorised stock sanctioned by the Railway Board.	Reductions in authorised stock sanctioned by the Railway Board.	Authorised stock at the end of the year (=Columns 9+14-15).	Authorised new stock not constructed at the end of the year (=Columns 10+14-18)—reduction in stock not yet constructed (Column 10).	New additions (against Columns 10 & 14).	Replacement (against Columns 11 & 22).	Increase	Decrease.	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i.e., stock referred to in Column 12 condemned or sold.	Serviceable stock at the end of the year (=Columns 13+18+19+20-21-22-23-25+24).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 11+22-19-stock written off out of column 11).	Stock replaced but still running on the line at the end of the year (=Columns 13+21-25).		
Rail Cars (Steam propelled).		2	Petrol engine	24 H.P.	T.Cwt. 1-13, (i) 2-7, (ii) 2-6	7	2		1				1			1															
(Rail Cars Internal Combustion engine propelled.)		2	Petrol engine	24 H.P.	T.Cwt. 1-13, (i) 2-7, (ii) 2-6	7	2		1				1			1															
Electric Motor Coaches ..		2	Petrol engine	24 H.P.	T.Cwt. 1-13, (i) 2-7, (ii) 2-6	7	2		1				1			1															

[illegible]

[illegible]

[illegible]

No. 5. STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1945—GOODS STOCK—(Metre Gauge).

DESCRIPTION OF GOODS STOCK IN SERVICEABLE ORDER AT THE END OF THE YEAR (vide COLUMN 22)				NUMBER OF AUTHORISED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR.					CHANGES IN THE SANCTIONED AUTHORISED STOCK DURING THE YEAR.													CHANGES IN SERVICEABLE STOCK DURING THE YEAR.																						
				Authorised stock at the end of the previous year.					Authorised new stock not cons- tructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.		Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 6-6-7 +8).		Additions to authorised stock sanctioned by Railway Board.		Reductions in authorised stock sanctioned by Railway Board.		Authorised stock at the end of year (=Columns 5+10-11).		Authorised new stock not constructed at the end of the year (=Columns 6-10-14) reduction in stock not yet constructed (Column 6).		New additions (against Columns 6 and 10).		Replacements (against Columns 7 and 18).		Increase.		Decrease.		Authorised stock condemned, sold to or transferred to replaced list to be replaced.		Authorised stock condemned or sold not to be replaced.		Additions by transfer from autho- rised list.		Replaced stock, i. e., stock referred to in Column 8 condemned or sold.		Serviceable stock at the end of the year (=Columns 9+14+16+17-18-21+20).		Authorised stock condemned or sold awaiting replacement at the end of the year (=Col- umns 7+18-15-stock written off out of Column 7).		Stock replaced but still running on the line at the end of the year (=Columns 8+20-21) (11)	
				2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24																		
Average Tare weight in tons of each description of vehicle.				Average carrying capacity in tons of each description of vehicle	Total carrying capacity in tons.	Authorised stock at the end of the previous year.	Authorised new stock not cons- tructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 6-6-7 +8).	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of year (=Columns 5+10-11).	Authorised new stock not constructed at the end of the year (=Columns 6-10-14) reduction in stock not yet constructed (Column 6).	New additions (against Columns 6 and 10).	Replacements (against Columns 7 and 18).	Increase.	Decrease.	Authorised stock condemned, sold to or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from autho- rised list.	Replaced stock, i. e., stock referred to in Column 8 condemned or sold.	Serviceable stock at the end of the year (=Columns 9+14+16+17-18-21+20).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Col- umns 7+18-15-stock written off out of Column 7).	Stock replaced but still running on the line at the end of the year (=Columns 8+20-21) (11)																			
1. Covered Wagons—				4-23	10-0	15,060	1,512	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4-wheeled {				5-29	14-59	3,649	491	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 10 and up to 15 tons				6-33	17-60	4,346	294	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 15 and up to 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bogie {				18-05	(m)8-00	.. 16	.. 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 15 and upto 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total				..	..	23,071	2,299	..	312	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Open Wagons, high-sided.—				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4-wheeled {				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 10 tons and under				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 10 and upto 15 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bogie {				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 15 and upto 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Open Wagons, low sided.—				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4-Wheeled {				3-91	10-0	570	91	..	(a) 27	..	(d) 19	72	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Over 10 tons and under				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over 10 tons and up to 15 tons.				4-32	13-75	124	70	..	(a) 68	..	..	70	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Bogie {				7-69	18-50	2,146	127	..	(a) 11	..	..	127	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Over 15 and up to 20 tons				9-84	27-0	2,695	96	..	..	..	..	96	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Over 20 tons				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total				..	..	5,535	384	..	106	..	19	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

Stock replaced but still running on the line at the end of the year (=Columns 8+20-21) Column 7).

Authorised stock condemned or sold awaiting replacement at the end of the year (=Column 7+18-15-stock written off out of Column 7).

Serviceable stock at the end of the year (=Columns 9+14+15+16-17-18-19-21+20)

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1944-45.

Name of Railways.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1945.				TRACK MILEAGE OPEN ON 31st MARCH 1945.				MILEAGE OPENED DURING THE YEAR 1944—45.							ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1945					Classification	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.	Section.	Mileage.
-------------------	--------	------------------------------------	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--	--	--	----------------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31st MARCH 1945.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1945.				TRACK MILEAGE OPEN ON THE 31st MARCH 1945.				ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1945.			
	ROUTE MILEAGE OPEN ON THE 31st MARCH 1945.		TRACK MILEAGE OPEN ON THE 31st MARCH 1945.		ROUTE MILEAGE OPEN ON THE 31st MARCH 1945.		TRACK MILEAGE OPEN ON THE 31st MARCH 1945.		ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1945.		ROUTE MILEAGE AUTHORISED BUT NOT OPENED FOR TRAFFIC ON 31st MARCH 1945.	
	Single Line.	Double, Treble etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.	Running track.	Sidings.	Total.	Route mileage opened during the year 1944-45.	Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Total State Owned Railway.— 3'-3 1/2" Gauge	318'74	..	318'74	318'74	66'22	384'96	318'74	66'22	384'96	..	..	..
2. Total other Railways.— 3'-3 1/2" gauge	806'95	..	806'95	806'95	118'90	925'85	806'95	118'90	925'85	..	..	..
3. Total by gauges.— 3'-3 1/2" gauge	1,125'69	..	1,125'69	1,125'69	185'12	1,310'81	1,125'69	185'12	1,310'81	..	..	..

EXPLANATIONS FOR DIFFERENCES.

(a) Decrease is due to removal of sidings.

Statement No. 9.—Description of Railway Worked for the year 1944-45.

Item.	Heading.	Gauge.	
		3'—3½"	
9·01	Mean mileage worked Miles	1,097·33	
9·02	Number of stations No.	177	
9·02(a)	Number of block-huts, branch booking offices and out-agencies. No.	Nil	
9·02(b)	Number of train halts No.	Nil	
9·03	Total length of the following gradients—		
	(a) 1/50 and less Miles.	0·51	
	(b) 1/51 to 1/80 ,	Nil.	
	(c) 1/81 to 1/100 "	2·51	
	(d) 1/101 to 1/200 "	234·68	
	(e) 1/201 to 1/300 "	80·36	
	(f) Total (a) to (e) "	318·08	
9·04	Steepest gradient worked.—		
	(a) Length Miles.	0·51	
	(b) Inclination "	1 in 50	
9·05	Maximum degree of curvature and radius—		
	(a) Degree of curvature "	8°-0'-0"	
	(b) Radius in feet "	716·0"	
9·06	Ratio of curve to total length of line (expressed as a percentage) ..	8·80	
9·07	Average amount of curvature per mile Degrees	11°-37'-10"	

No. 12.—Statement of Passenger Revenue Statistics for the year 1944-45.

Item.	Heading.						Amount or Number.
	Passengers originating on Home line whether local or Foreign (in hundreds)—						
12-01	1st class	..	..	..	..	..	11,8
12-02	2nd „	..	..	..	..	..	93,5
12-03	Inter „	..	..	..	..	..	581,9
12-04	3rd „	..	..	..	..	..	6,021,0
12-05	Total (12-01 to 12-04)	..	..	..	..	..	6,707,7
12-06	Other traffic (all classes)	..	..	..	..	..	630,5
12-07	Total (Items 12-05 and 12-06)	..	..	..	..	..	7,338,2
	Number of passengers carried (in hundrede)—						
12-08	1st class	..	..	..	..	..	18,8
12-09	2nd „	..	..	..	..	..	133,3
12-10	Inter „	..	..	..	..	..	602,0
12-11	3rd „	..	..	..	..	..	6,584,1
12-12	Total (Items 12-08 to 12-11)	..	..	..	..	..	7,338,2
	Passenger miles (in thousands)—						
12-13	1st Class	..	..	..	..	..	2,489
12-14	2nd „	..	..	..	..	..	13,836
12-15	Inter „	..	..	..	..	..	22,871
12-16	3rd „	..	..	..	..	..	321,082
12-17	Total (12-13 to 12-16)	..	..	..	..	..	360,278
	Average number of miles a passenger was carried.—						
12-18	1st class	..	..	..	..	..	132.4
12-19	2nd „	..	..	..	..	..	103.8
12-20	Inter „	..	..	..	..	..	38.0
12-21	3rd „	..	..	..	..	..	48.8
12-22	Total	..	..	..	..	..	49.1
	Earnings from passengers carried (in thousands)—						
12-23	1st Class	..	..	..	..	..	2,53
12-24	2nd „	..	..	..	..	..	8,93
12-25	Inter „	..	..	..	..	..	6,29
12-26	3rd „	..	..	..	..	..	64,67
12-27	Total (12-23 to 12-26)	..	..	..	..	..	82,42
	Average rate (in pies) charged per passenger per mile.—						
12-28	1st class	..	..	..	..	..	19.5
12-29	2nd „	..	..	..	..	..	12.4
12-30	Inter „	..	..	..	..	..	5.28
12-31	3rd „	..	..	..	..	..	3.87
12-32	Total	..	..	..	..	..	4.39
12-33	Total Parcel earnings (in thousands)	..	..	..	..	..	10,71
12-34	Other miscellaneous coaching earnings (in thousands)	..	..	..	..	..	3,57
12-35	Total other coaching earnings (Items 12-33 to 12-34)	..	..	..	..	..	14,28
12-36	Total coaching earnings (in thousands)—	..	..	..	..	..	96,70

No. 12.—Statement of Passenger Revenue Statistics for the year 1944-45.—(Concluded).

Item.	Heading.				Number carried.	Earnings.
	Number of and earnings from passengers carried on the system.—				No.	Rs.
	Full fares.—					
12.37	1st class	..	..	..	14,717	1,70,012
12.38	2nd "	..	..	..	120,998	7,38,738
12.39	Inter "	..	..	..	599,563	6,16,355
12.40	3rd "	..	..	..	6,50,996	62,79,086
12.41	Total. (12.37 to 12.40)	..	..	..	7,266,274	78,04,191
	Season and Zone tickets.—					
12.42	1st class	..	..	..	Nil.	Nil.
12.43	2nd "	..	..	..	Nil.	Nil.
12.44	Inter "	..	..	..	Nil.	Nil.
12.45	3rd "	..	..	..	9,771	2,512
12.46	Total. (12.42 to 12.45)	..	..	..	9,771	2,512
	Other traffic carried at less than full fares.—					
12.47	1st class	..	..	..	4,089	83,001
12.48	2nd "	..	..	..	12,334	1,54,333
12.49	Inter "	..	..	..	2,376	13,636
12.50	3rd "	..	..	..	43,360	1,85,581
12.51	Total. (12.47 to 12.50)	..	..	..	62,159	4,35,951
	Total Traffic.—					
12.52	1st class	..	..	..	18,806	2,53,013
12.53	2nd "	..	..	..	133,332	8,93,071
12.54	Inter "	..	..	..	601,939	6,29,391
12.55	3rd "	..	..	..	6,58,412	64,67,179
12.56	Total. (12.52 to 12.55)	..	..	..	7,338,204	82,42,654

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets for the year 1944-45.

Item.	Zones.	1 to 50 Miles.				51 to 150 Miles.				151 to 300 Miles.				Over 300 Miles.				Total.				
		Class.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.				
12.57	1st		8,111	48.08	21,468	10.69	4,734	28.06	51,261	25.52	504	2.99	11,770	5.66	3,520	20.87	1,16,334	57.91	16,869	%	2,00,833	%
12.58	2nd		72,758	59.75	1,16,405	15.39	25,959	21.32	1,54,365	20.41	3,423	2.81	43,301	5.72	19,628	16.12	4,42,360	55.44	121,768	%	7,56,431	%
12.59	Inter		505,552	84.23	3,50,695	56.63	85,078	14.18	1,90,516	30.86	3,592	0.60	19,138	3.10	5,957	0.99	56,875	9.21	6,00,179	%	6,17,427	%
12.60	3rd		4,969	2.90	22,18,569	36.06	1,309,815	20.02	24,68,843	39.15	124,595	1.90	4,92,257	8.00	139,015	2.13	10,31,653	16.79	6,54,2715	%	61,52,322	%
12.61	Total 12.57 to 12.60		5,555,711	76.30	27,07,337	35.04	1,425,586	19.58	28,04,925	36.33	132,114	1.81	5,66,466	7.33	1,68,120	2.31	16,48,225	21.33	7,281,531	%	77,27,013	%

No. 13.—Statement of Goods Revenue Statistics for the year 1944-45.

Item.	Heading.	Amount or Number.
	Tons originating on Home line (whether local or foreign)— (in thousands)—	
13·01	Coal for the public	1
13·02	Coal for Foreign railways and Home line construction ..	..
13·03	Coal for Home line	4
13·04	Grain and oil seeds	242
13·05	Other commodities (including other revenue stores) ..	646
13·06	Total (Items 13·01 to 13·05)	893
13·07	(a) Other traffic	384
	(b) Tons received from other gauges	84
13·08	Total [Items 13·06 + 13·07 (a)]	1,277
	No. of tons carried (in thousands)—	
13·09	Coal for the public	16
13·10	Coal for Foreign railways and Home line construction ..	2
13·11	Coal for Home line	70
13·12	Grain and oil seeds	332
13·13	Other commodities (including other revenue stores) ..	857
13·14	Total (Items 13·09 to 13·13)	1,277
13·15	Actual number of tons carried on the system (in thousands)	1,277
13·16	No. of tons terminating (in thousands)	718
13·17	No. of tons of cross traffic (in thousands)	144
	Net ton miles (in thousands)—	
13·18	Coal for the public	2,451
13·19	Coal for Foreign railways and Home line construction ..	83
13·20	Coal for Home line	15,578
13·21	Grain and oil seeds	66,192
13·22	Other commodities (including other revenue stores) ..	112,702
13·23	Total (Items 13·18 to 13·22)	197,006
	Average miles a ton of goods was carried—	
13·24	Coal for the public	150
13·25	Coal for Foreign railways and Home line construction ..	35
13·26	Coal for Home line	224
13·27	Grain and oil seeds	200
13·28	Other commodities (including other revenue stores) ..	131
13·29	(a) Total coal excluding coal for Home line	136
	(b) Total coal including coal for Home line	205
13·30	Total goods including coal	154

No. 13.—Statement of Goods Revenue Statistics—(Concluded).

Item.	Heading.	Amount or Number.
	Earnings from goods carried (in thousands).—	
13·31	Coal for the public	39
13·32	Coal for Foreign railways and Home line construction ..	1
13·33	Coal for Home line	1,85
13·34	Grain and oil seeds	27,90
13·35	Other commodities (including other revenue stores) ..	63,94
13·36	Total (Items 13·31 to 13·35)	94,09
	Average rate (in pies) charged for carrying a ton of goods one mile.—	
13·37	Coal for the public	3·06
13·38	Coal for Foreign railways and Home line construction ..	2·81
13·39	Coal for Home line	2·28
13·40	Grain and oil seeds	8·09
13·41	Other commodities (including other revenue stores) ..	10·89
13·42	Total coal excluding coal for Home line	3·05
13·43	Total goods including coal	9·17
13·44	Total other goods earnings (in thousands).—	95
13·45	Total goods earnings (in thousands)—	95,04
13·46	Total electric telegraph earnings (in thousands)	81
13·47	Total Sundry earnings (in thousands)	9,49
13·48	Total gross earnings (in thousands)	2,02,04
	Steam boat earnings excluding earnings from tolls, etc. on Boat Bridges (already included in respective coaching and goods earnings)—(in units)—	
13·49	Coaching .. .. .	..
13·50	Goods .. .. .	..
13·51	Total .. .. .	..

No. 14.—Statement of Revenue Earnings and Expenses rated against selected units
for the year 1944—45.

Item.	Heading.	Percentage or Amount.	Remarks.
	FINANCIAL RESULTS		
E 01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open. i. e., on the revenue earnings mileage Percent.	24.17	Jodhpur Ry. (J. Section) 25.35 Jodhpur Hyderabad Ry. (British Sec.) 19.94
	OUTLAY, EARNINGS AND EXPENSES.		
14.03	Capital outlay per route mile .. Rs.	57,861	Jodhpur Ry. (J. Section) 63,037 Jodhpur Hyderabad Ry. British Sec.) 44,758
14.04	Gross earnings (in thousands of rupees) ..	2,02,04	
14.05	Gross earnings per mean mile worked ..	18,412.24	
14.06	Gross earnings per mean mile worked per week ..	353.08	
14.07	Gross earnings per train mile	11.76	
14.08	Total working expenses (in thousands of rupees), ..	44,63	
14.09	Working expenses per mean mile worked per week	77.98	
14.10	Working expenses per train mile	2.60	
14.11	Net earnings (in thousands of rupees) ..	1,57,41	
14.12	Net earnings per mean mile worked	14,345.06	
14.13	Net earnings per train mile	9.16	
14.14	Cost per 1,000 gross ton-miles (including weight of engines)	4.82	
14.15	Percentage of total working expenses on total earnings Percent.	22.09	
14.16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores. Percent.	21.94	
14.17	Percentage of total working expenses to total earnings Percent.	22.09	

No. 15.—Results of Working for the year 1944—45.

Item.	Heading.	Amount or percentage.
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.		
15-01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings. Rs.	34,32,651
Proportions dividing expenditure in ratio of gross ton mileage—		
15-02	Coaching Rs.	14,13,958
15-03	Goods Rs.	20,18,693
COACHING TRAFFIC.		
15-04	Coaching earnings per train mile Rs.	11-14
15-05	Cost of hauling a passenger train one mile Rs.	1-63
15-06	Profit on working a passenger train one mile Rs.	9-51
15-07	Earnings per coaching vehicle per mile pies.	85-3
15-08	Cost of hauling a passenger vehicle one mile pies.	12-5
15-09	Profit on working a passenger vehicle one mile pies.	72-8
GOODS TRAFFIC.		
15-10	Goods earnings per train mile Rs.	11-17
15-11	Cost of hauling a goods train one mile Rs.	2-37
15-12	Profit on working a goods train one mile Rs.	8-80
15-13	Earnings per goods vehicle per mile (excluding brakes) pies.	52-1
15-14	Cost of hauling a goods vehicle one mile pies.	11-1
15-15	Profit on working a goods vehicle one mile pies.	41-0
15-16	Cost of hauling a goods unit (viz., one ton) one mile pies.	1-97
15-17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of 4 per cent per annum. Rs. 26,05,347/-). pies.	3-46
15-18	Profit on working a goods unit (viz., one ton) one mile pies.	7-20

No. 16.—Statement of Ton-Mileage for the year 1944—45.

Item.	Heading.	Number in thousand.
16-01	Net or freight ton-miles (goods and proportion of mixed)	196,833
Gross ton-miles (excluding weight of engine and departmental).—		
16-02	Passenger and proportion of mixed	249,580
16-03	Goods and proportion of mixed	374,878
Gross ton-miles (including weight of engine but excluding departmental).—		
16-04	Passenger and proportion of mixed	293,206
16-05	Goods and proportion of mixed	417,895
Gross ton-miles (including weight of engine and departmental).—		
16-06	Passenger and proportion of mixed	293,652
16-07	Goods and proportion of mixed	419,244

No. 17.—Statement of Train and Engine Mileage for the year 1944—45.

Item.	Heading.	Number in thousands.
	TRAIN MILES.—	
17-01	Passenger	349*
17-02	Goods.—	
	(a) Main line	474
	(b) Branch line	19
	(c) Total	493
17-03	Mixed.—	
	(a) Passenger proportion	515
	(b) Goods proportion	348
	(c) Total	863
17-04	Passenger and proportion of Mixed	864
17-05	Goods and proportion of Mixed	841
17-06	Total (Items 17-04 + 17-05)	1,705
17-07	Departmental.—	
	(a) Passenger and total Mixed	5
	(b) Goods	8
	(c) Total [Items 17-07 (a) + 17-07 (b)]	13
17-08	Shunting miles.—	
	Passenger and proportion of Mixed.—	
	(a) Shunting engines	26
	(b) Train engines	52
	(c) Total	78
	Goods and proportion of Mixed.—	
	(d) Shunting engines	(@) 199
	(e) Train engines	71
	(f) Total	(@) 270
17-09	Other engine miles.—	
	Passenger and proportion of Mixed.—	
	(a) Assisting required	1
	(b) Assisting not required	4
	(c) Light	3
	(d) Total 'Other' [Items 17-09 (a) to 17-09 (c)]	8
	Goods and proportion of Mixed.—	
	(e) Assisting required	2
	(f) Assisting not required	3
	(g) Light	14
	(h) Siding	7
	(i) Total 'Other' [Items 17-09 (e) to 17-09 (h)]	26
17-10	Departmental (including shunting).—	
	(a) Passenger and total Mixed	Nil.
	(b) Goods-Engineering	Nil.
	(c) Total Goods	103
	(d) Total Departmental [Items 17-07 (a) & (b) + 17-10 (a) and (c)]	116
17-11	Total engine miles.—	
	(a) Traffic engine miles:—	
	(i) Passenger and proportion of Mixed	951
	(ii) Goods and proportion of Mixed	1,137
	(b) Total including departmental [17-10 (d) + 17-11 (a) (i) & (a) (ii)]	2,204

* This includes the following:—

(a) Passenger (Public) Train miles (including parcel express etc.)	344
(b) Military specials (Personnel including prisoners of war)	4
(c) Military specials (Stores)	1

Item 17-01. Excludes 29,200 miles relating to B. B. & O. I. Railway of Kuchaman Road—Phulera section which is worked by Jodhpur Railway engines.

@ Excludes 9 (thousands) miles of Jodhpur Railway engines performing shunting at Marwar—Junction Joint Station for B. B. & O. I. Railway.

No. 18.—Statement of Engine Hours.

Item.	Heading.	Amount or Number in hundreds.
18-01	Train hours—Traffic service.—	
	(a) Passenger Trains	17,8*
	(b) Mixed trains.—	
	(i) Passenger proportion	39,6
	(ii) Goods proportion	26,8
	(iii) Total	66,4
	(c) Goods Trains.—	
	(i) Main line	40,3
	(ii) Branch line	3,1
	(iii) Total	52,4
18-02	Shunting hours—Traffic Service.—	
	(a) Passenger and proportion of Mixed	15,6
	(b) Goods and proportion of Mixed	51,0†
18-03	Other engine hours—Traffic Service.—	
	(a) Passenger and proportion of Mixed	23,7 ¶
	(b) Goods and proportion of Mixed	42,4
	(c) Siding engine hours	1,0
18-04	Total engine hours—Traffic service.—	
	(a) Passenger and proportion of Mixed	96,7
	(b) Goods and proportion of Mixed (including siding)	1 76,6
18-05	Departmental engine hours.—	
	(a) Passenger and total Mixed	8
	(b) Goods	21,3
	(c) Total	22,1
	(d) Mixed—Passenger proportion	2
	(e) Mixed—Goods proportion	4
18-06	Total engine hours [18-04 (a) & (b) + 18-05 (c)]	295,4**
18-07	Percentage of train engine hours to total engine hours.—	
	(a) Passenger and proportion of Mixed train engine hours to total engine hours (Passenger and proportion of Mixed)	59
	(b) Goods and proportion of Mixed train engine hours to total engine hours (Goods and proportion of Mixed)	40

* Excludes 16 (in hundreds) hours of Jodhpur Railway engines working on Kuchaman Road—Phulera section of B. B. & C. I. Railway.

† Excludes 19 (in hundreds) hours on account of Jodhpur Railway engines performing shunting at Marwar Junction joint station for B. B. & C. I. Railway.

¶ Excludes 18 (in hundreds) hours of Jodhpur Railway engines working on Kuchaman Road—Phulera section of B. B. & C. I. Railway.

** Excludes 53 (in hundreds) hours worked by Jodhpur Railway engines on Kuchaman Road—Phulera section and on account of shunting performed at Marwar Junction Joint station for B. B. & C. I. Railway.

No. 19.—Statement of Vehicle and Wagon Miles.

Item.	Heading.	Number in thousands or percentage.
19-01	Passenger Trains.—	
	(a) Coaching vehicles	8,582
	(b) Other vehicles	536
	(c) Total	9,118
19-02	Mixed Trains (Passenger proportion).—	
	(a) Coaching vehicles	11,977
	(b) Other vehicles	656
	(c) Total	12,633
19-03	Total Passenger and Proportion of Mixed.—	
	(a) Coaching vehicles	20,559
	(b) Other vehicles	1,192
	(c) Total	21,751
19-04	Goods Trains.—	
	(i) Main lines.—	
	(a) Loaded	18,867
	(b) Total	25,603
	(c) Percentage loaded of total	74
	(ii) Branch lines.—	
	(a) Loaded	280
	(b) Total	538
	(c) Percentage loaded of total	52
19-05	Mixed trains (Goods proportion only).—	
	(a) Loaded	6,905
	(b) Total	8,619
19-06	Grand total (Goods including proportion of Mixed).—	
	(a) Loaded	26,052
	(b) Total	34,760
	(c) Percentage loaded of total	75
19-07	Departmental.—	
	(a) Passenger and total Mixed	57
	(b) Goods	228
	(c) Total	285
19-08	Brake Vans.—	
	(a) Passenger and total mixed	1,123
	(b) Goods	611
	(c) Total	1,734

No. 20.—Statement of Running of Trains and speed of Goods Trains

Item.	Heading.	Number.	
			Railway's own trains.
Running of passenger and mixed trains (Traffic).—			
(a) Mail and important through trains.—			
20·01	Total number of trains run		1,398
20·02	Number of trains not losing time		910
20·03	Percentage of trains not losing time		65·1
20·04	Average time table speed		20·0
(b) Suburban trains.—			
20·05	Total number of trains run	}	Nil.
20·06	Number of trains not losing time		
20·07	Percentage of trains not losing time		
20·08	Average time table speed		
(c) Mixed trains.—			
20·09	Total number of trains run		10,959
20·10	Number of trains not losing time		8,808
20·11	Percentage of trains not losing time		80·4
20·12	Average time table speed		13·0
(d) Other passenger trains.—			
20·13	Total number of trains run		777
20·14	Number of trains not losing time		514
20·15	Percentage of trains not losing time		66·2
20·16	Average time table speed		18·9
Average speed of goods trains.—			
Through goods trains.—			
Train miles per train engine hour.—			
20·17	Main lines		11·9
20·18	Branch lines		7·44
20·19	Total		11·4
All goods trains.—			
Train miles per train engine hour.—			
20·20	Main lines		8·87
20·21	Branch lines		6·23
20·22	Total		8·72

No. 21.—Statement of Shunting and Light Running.

Item.	Heading.	Number.
21·01	Passenger and proportion of mixed (excluding departmental).— Shunting miles per 100 train miles	9·03
21·02	Light engine miles per 100 train miles	0·35
21·03	Light and assisting not required miles per 100 train miles ..	0·85
21·04	Goods and proportion of mixed (excluding departmental).— Shunting engine miles per 100 train miles	32·1
21·05	Light engine miles per 100 train miles	1·66
21·06	Light and assisting not required miles per 100 train miles ..	2·03

No. 22.—Statement of Engine usage.

22·01	Average number of engines.— Authorised stock	105
22·02	On Line	94
22·03	Under or awaiting repair	11
22·04	Available for use	83
22·05	Actual number in good repair stored.— Maximum number in any one month	Nil.
22·06	Minimum number in any one month	Nil.
22·07	Average number in use daily on.— Passenger service	7
22·08	Mixed service	24
22·09	Goods service	18
22·10	Departmental service	3
22·11	Shunting including siding	14
22·12	Total	66
22·13	Spare	17
22·14	Maximum number in use on any one day ..	79
22·15	Engine miles per day.— Per passenger engine	149*
22·16	Per mixed engine	112
22·17	Per goods engine	76
22·18	Per engine in use	93*
22·19	Per engine on the line	66*
22·20	Net-Ton miles.— Per goods locomotive day on the line	8,733
22·21	Per goods locomotive day in use	13,156
22·22	Hours worked.— Per day per engine available for use	9·93

* 29,200 Engine miles relating to B. B. & C. I. Railway and Worked by Jodhpur Railway engines on Kuchaman Road—Phulera section have been included while working out these items.

No. 23.—Statement of Loads of Trains.

Item.	Heading.	Number or Tons.
AVERAGE TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS).—		
Passenger trains.—		
23-01	No. of vehicles per train (in terms of four-wheelers) .. No.	26
Passenger including proportion of Mixed.—		
23-02	Gross weight (including weight of engine) .. Tons.	339
Goods trains.—		
Main lines.—		
23-03	Loaded wagons per train (in terms of four-wheelers) .. No.	40
23-04	Total wagons per train (in terms of four-wheelers) .. No.	54
23-05	Percentage loaded of total	74.1
Branch Lines.—		
23-06	Loaded wagons per train (in terms of four-wheelers) .. No.	15
23-07	Total wagons per train (in terms of four-wheelers) .. No.	28
23-08	Percentage loaded of total	53.6
Goods and proportion of mixed (Main and Branch lines).—		
23-09	Net or Freight weight .. Tons.	234
23-10	Gross weight (including weight of engine) .. Tons.	496
23-11	Gross weight (excluding weight of engine) .. Tons.	446
No. 24.—Statement of Vehicles and Wagons and their usage.		
Coaching Stock.—		
Average authorised stock (in units).—		
24-01	Passenger carriages No.	275
24-02	Other coaching vehicles No.	109
Average number on the line —		
Passenger carriages.—		
24-03	In units No.	266
24-04	In terms of four-wheelers No.	462
Other coaching vehicles.—		
24-05	In units No.	35
24-06	In terms of four-wheelers No.	43
24-07	Vehicle miles per vehicle day in terms of four wheelers .. Miles.	111
Goods Stock.—		
24-08	Average authorised stock (in units) .. No.	2,750
Average number of wagons owned.—		
24-09	In units No.	2,337
24-10	In terms of four-wheelers No.	2,567
24-11	Average number of wagons on line daily pooled and non-pooled (in terms of four-wheelers.) .. No.	2,137
Average wagon load.—In terms of four-wheelers		
Starting load.—		
24-12	Coal and coke (including revenue coal and coke) .. Tons.	11.7
24-13	Heavy merchandise	9.81
24-14	Light merchandise	6.24
During the run.—		
24-15	All traffic Tons.	7.56
24-16	Wagon miles per wagon day (in terms of four-wheelers). .. Miles.	42.2
24-17	Net ton miles per wagon day (in terms of four-wheelers) .. Miles.	252

No. 25.—Statement of Density of Traffic.

Item.	Heading.	Number.
	Passenger Miles per annum. (including departmental)—	
25·01	Per running track mile	322,743
25·02	Per route mile	322,743
	Net Ton-Miles per annum. (including departmental)—	
25·03	Per running track mile	175,009
25·04	Per route mile	175,009
	Gross Ton-Miles per annum. (including weight of engine and dept.) ..	
25·05	Per running track mile	633,296
25·06	Per route mile	633,296
25·07	Train miles per running track mile per day (including departmental)	4·18

No. 26 (a)—Statement of Repairs of Rolling Stock.

Item.	Heading.	Number.
	ENGINES.—	
	Average number under or awaiting repairs daily.—	
	In mechanical workshops.—	
26(a)·01	Number	3
26(a)·02	Percentage of Item 26(a)·01 to average total number on the line	3·19
	In sheds and transportation workshops —	
26(a)·03	Number	8
26(a)·04	Percentage of Item 26(a)·03 to average total number on the line	8·51
	COACHING STOCK.—	
	Average number under or awaiting repairs daily (in units)—	
	In mechanical workshops—	
26(a)·05	Passenger Carriages No.	18
26(a)·06	Other Coaching Vehicles No.	3
26(a)·07	Percentage of Item 26(a)·05 to average total number on the line	6·77
26(a)·08	Percentage of Item 26(a)·06 to average total number on the line	8·57
	In sick lines and transportation workshops—	
26(a)·09	Passenger Carriages No.	1·23
26(a)·10	Other Coaching Vehicles No.	0·49
26(a)·11	Percentage of Item 26(a)·09 to average total number on the line	0·46
26(a)·12	Percentage of Item 26(a)·10 to average total number on the line	1·40
	GOODS STOCK.—	
	Average number of unserviceable wagons daily (in terms of 4-wheelers)	
	In mechanical workshops—	
26(a)·13	Number	46
26(a)·14	Percentage of Item 26(a)·13 to average number on the line daily	2·15
	Stabled, awaiting Workshop repairs.—	
26(a)·15	(i) Number	Nil
26(a)·16	(i) Percentage of item 26(a)·15 (i) to average number on the line daily	Nil
	In sick lines and transportation Workshops—	
26(a)·15	(ii) Number	22
26(a)·16	(ii) Percentage of Item 26(a)·15 (ii) to average number on the line daily	1·03
	Average number of Hot boxes—(monthly).	
26(a)·17	Coaching	4·08
26(a)·18	Goods	33·6
26(a)·19	Coaching hot boxes per 10,000,000 vehicle miles	22
26(a)·20	Goods hot boxes per 1,000,000 wagon miles	11

No. 26 (b)—Statement of cost of Repairs and Maintenance of Rolling Stock.

Item.	Heading.	Number.		
26(b)·01	Total equated engine miles	15,61,397		
26(b)·02	Average number of coaching vehicles on line (in terms of 4-wheelers)	591		
26(b)·03	Average number of wagons owned (in terms of 4-wheelers) including departmental	2,743		
		In Mechanical Workshops.	In Transportation Depots.	Total.
26(b)·04	Total cost of repairs and maintenance of—	Rs.	Rs.	Rs.
	(i) 4·01 Locomotives	2,46,567	2,94,340	5,40,907
	(ii) 4·02 Coaching vehicles	2,57,878	22,847	2,80,725
	(iii) 4·03 Wagons	1,63,493	37,610	2,01,105
		Locomotives.		
26(b)·05	Cost of ordinary repairs and maintenance of Locomotives per equated engine mile	As.	As.	As.
		2·53	3·01	5·54
		Coaching Stock.		
26(b)·06	Cost of ordinary repairs and maintenance per coaching vehicle (in terms of four-wheelers).	Rs.	Rs.	Rs.
		436·3	38·7	475·0
		Wagons.		
26(b)·07	Cost of ordinary repairs and maintenance per wagon (in terms of four-wheelers)	59·6	13·7	73·3

No. 27 (a).—Statement of coal consumption by classes of coal.

Item.	H e a d i n g .						Tons or Amount.
	Fuel consumed by locomotives.—						
27(a)·01	Foreign Coal	..	..	..	..	Tons.	Nil.
27(a)·02	Indian Coal	..	..	..	..	"	58,110 ²
27(a)·03	Wood	..	..	..	..	"	183
27(a)·04	Oil fuel	..	..	..	..	"	Nil
27(a)·05	Total (in terms of coal)	..	..	..	..	"	58,183*
	Fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc.—						
27(a)·06	Foreign coal	..	..	..	..	"	Nil.
27(a)·07	Indian coal	..	..	..	..	"	4,622
27(a)·08	Wood	..	..	..	..	"	Nil.
27(a)·09	Oil fuel	..	..	..	..	"	Nil.
27(a)·10	Total (in terms of coal)	..	..	..	..	"	4,622
	Total fuel consumed—						
27(a)·11	Foreign coal	..	..	..	..	"	Nil.
27(a)·12	Indian coal	..	..	..	..	"	62,732*
27(a)·13	Wood	..	..	..	..	"	183
27(a)·14	Oil fuel	..	..	..	..	"	Nil.
27(a)·15	Total (in terms of coal)	..	..	..	..	"	62,805*
	Average cost per ton (at Pitsmouth or station of supply)—						
27(a)·16	Foreign coal	..	..	..	..	Rs.	Nil.
27(a)·17	Indian coal	..	..	..	..	"	10·87
27(a)·18	Wood	..	..	..	..	"	16·25
27(a)·19	Oil fuel	..	..	..	..	"	Nil.
	Average cost per ton (including all freight, both rail and sea, from Pitsmouth or station of supply to engine shed from where issued to Locomotives)—						
27(a)·20	Foreign coal	..	..	..	..	"	Nil.
27(a)·21	Indian coal	..	..	..	..	"	24·48
27(a)·22	Wood	..	..	..	..	"	16·25
27(a)·23	Oil fuel	..	..	..	..	"	Nil.

* Items 27(a)·02, 27(a)·05, 27(a)·12 and 27(a)·15 include 1,135 tons of coal issued to Jodhpur Railway engines by B.B. & C. I. Railway shed at Phulera, out of which 730 tons of coal have been consumed by Jodhpur Railway engines for working B.B. & C. I. Railway trains on Kuchaman Road—Phulera section and the rest 405 tons for working Home line trains.

No. 27 (b)—Statement of coal consumption by classes of services.

Item.	Heading.	Amount or Number.
	Passenger and total mixed.—	
27(b)·01	Total Tons of coal consumed Tons.	29,238
27(b)·01-A	Rail Cars (steam propelled).—Total tons of coal consumed ..	Nil
	Rail Cars (Internal combustion engine propelled).—	
27(b)·01-B	Total tons of coal consumed	Nil
	Passenger and proportion of Mixed.—	
27(b)·02	lbs. of coal consumed per 1,000 gross ton miles .. lbs.	145·3
	Goods.—	
27(b)·03	Total tons of coal consumed Tons.	20,697
	Goods and proportion of Mixed.—	
27(b)·04	lbs. of coal consumed per 1,000 gross ton miles .. lbs.	153·1
	Shunting, including siding(all services).—	
27(b)·05	Total tons of coal consumed Tons.	3,647
27(b)·06	lbs. per engine mile lbs.	33·9
	Locomotives on miscellaneous services.—	
27(b)·06-A	Total tons of coal consumed Tons.	2,799
	Departmental.—	
27(b)·07	Total tons of coal consumed	1,802
27(b)·08	Total tons of coal used on all locomotive services ..	58,183
	Fuel consumed for other than locomotive purposes.—	
27(b)·09	Water pumping stations	1,702
27(b)·10	Electric generating stations	Nil
27(b)·11	Miscellaneous purposes	2,920
27(b)·12	Total	4,622

NOTE.—

Item 27(b)·01—Includes 1,135 tons of coal issued to Jodhpur Railway engines by B.B. & C.I. Railway shed at Phulera, out of which 730 tons were consumed by Jodhpur Railway engines for working B.B. & C.I. Railway trains on Kuchaman Road—Phulera section and the rest 405 tons for working Home line trains.

Item 27(b)·02—Includes 730 tons of coal consumed and 7,222,149, gross ton-miles worked by Jodhpur Railway engines for working B.B. & C.I. Railway trains on Kuchaman Road—Phulera Section.

Item 27(b)·05—Includes 152 tons of coal consumed by Jodhpur Railway engines in performing shunting at Marwar Junction Joint station for B.B. & C. I. Railway.

No. 28—Statement of Efficiency.

Item.	Heading.	Amount or Number.
	Goods and proportion of Mixed.—	
	Wagon miles.—	
28·01	Per shunting engine hour (excluding departmental) ..	644
28·02	Per engine hour (including departmental)	176
28·03	Net ton miles (excluding weight carried in departmental trains) per engine hour including departmental ..	994
	Gross ton miles (including weight of engine).—	
28·04	Per engine hour including weight of engine and departmental ..	2,117
28·05	Per train engine hour excluding weight of engine and departmental	4,733

No. 29— Statement of Commodities.
(Figures in Hundreds).

Item	Commodity.	Quantity originating on home line whether local or Foreign.	Other traffic.	Total.	Earnings from each Commodity.
		Tons.	Tons.	Tons.	Rs.
29.01	FUEL— Coal and Coke and Patent fuel—	1.1	15.3	16.4	39.1
29.02	For the Public .. For Foreign Railways and Home Line construction ..	..	2.3	2.3	1.2
29.03	Total ..	1.1	17.6	18.7	40.3
29.04	Oil fuel ..	4	2.1	2.5	21.0
29.05	Firewood and other fuel ..	43.5	10.3	53.8	1,29.2
29.06	HEAVY MERCHANDISE— Rice in the husk ..	4	1	5	2.7
29.07	Rice not in the husk ..	3.9	17.3	21.2	1,83.2
29.08	Gram and Pulses ..	6.9	36.6	43.5	3,71.5
29.09	Wheat ..	124.2	10.3	134.5	8,63.4
29.10	Jawar and Bajra ..	8.1	7.0	15.1	1,34.9
29.11	Other grains ..	13.0	9.0	22.0	2,05.9
29.12	Marble and stone ..	146.8	4.5	151.3	6,75.9
29.13	Salt ..	49.8	4.5	54.4	2,99.0
29.14	Sugar, refined and unrefined ..	1.7	9.7	11.4	1,58.3
29.15	Wood, unwrought ..	1.3	5.3	6.6	41.3
29.16	Metallic Ores ..	..	..	..	..
29.17	Oil seeds ..	85.2	9.6	94.8	10,28.0
29.18	Cotton raw, pressed ..	42.8	2.9	45.7	7,18.3
29.19	Petrol (in bulk ) ..	..	3.8	3.8	1,05.5
29.20	Kerosine oil (in bulk ) ..	..	..	..	..
29.21	Cement ..	4	4.6	5.0	42.3
29.22	Total Heavy Merchandise ..	484.5	125.3	609.8	48,30.2
29.23	LIGHT MERCHANDISE— Cotton raw, unpressed ..	26.3	..	26.3	2,00.8
29.24	Cotton, manufactured ..	5.2	10.9	16.1	3,12.9
29.25	Fodder ..	7.8	2.3	10.1	64.3
29.26	Fruits & vegetables fresh ..	2.9	16.9	19.8	2,28.7
29.27	Gur, Jagree, Molasses, etc. (not in bulk) ..	5.0	21.8	26.8	2,42.7
29.28	Jute Raw ..	..	..	..	1
29.29	Jute, manufactured ..	4.0	6.2	10.2	1,14.8
29.30	Iron and steel, wrought ..	2.6	11.3	13.9	2,68.2
29.31	Kerosine Oil (in tins). ..	2	5.4	5.6	1,34.3
29.32	Petrol (in tins). ..	4	3	7	20.0
29.33	Tobacco ..	1.0	2.0	3.0	60.5
29.34	Provisions ..	6.5	19.3	25.8	4,51.3
29.35	Vegetable oils ..	1.9	3.7	5.6	69.3
29.36	TOTAL LIGHT MERCHANDISE ..	63.8	100.1	163.9	21,67.9
29.37	OTHER COMMODITIES ..	58.6	33.5	92.1	10,97.7
29.38	TOTAL GENERAL MERCHANDISE ..	606.9	258.9	865.8	80,95.8
29.39	Military traffic ..	142.0	20.7	162.7	5,24.0
29.40	Live Stock ..	1.7	4	2.1	42.7
29.41	Railway Materials ..	48.2	5.8	54.0	3,33.0
29.42	Materials and stores on Revenue Account—	3.7	65.8	69.5	1,85.2
29.43	Fuel ..	45.5	2.7	48.2	37.5
29.44	General stores and materials ..	..	..	..	..
29.45	TOTAL ..	49.2	68.5	117.7	2,22.7
29.46	TOTAL—ALL COMMODITIES ..	893.0	384.3	1,277.3	94,08.7

No. 30.—Working Expenses.

TABLE A.

Maintenance of Structural Works.

Reference to Accounts.		Details.	Total Amount.	(a) Per equated track mile.	(b) Per 100 lineal feet of opening per track.	(c) Per 100 square feet of plinth area per floor.	(d) Per lever.	(e) Per train mile.	(f) Percentage of total working expenses.
Abstract and minor head	Sub-head.			Total equated track miles.	Total lineal feet.	Total square feet of plinth area service buildings (1,036,894) Residential staff quarters (1,633,326)	Total number of lever.	Total train miles.	
				(767'98)	(20,951)	(1,633,326)	(1,114)	(1,718,668)	44,63,039
A-I	1100	GENERAL ADMINISTRATION. Pay and leave salary.— 1110 Administrative and executive officers (Total) .. 1120. Subordinate supervising staff (Total) .. 1130. Office staff (Total) .. 1200—1800. Other items (Total) .. Total General Administration (A—I. Total)	Rs. 82,325 86,200 66,106 56,220 2,90,851	Rs. 107'2 112'2 86'1 73'2 378'7	Rs.	Rs.	Rs.	As.	 1'85 1'93 1'48 1'26 6'52
II	2100	REPAIRS AND MAINTENANCE. Structural works.—Repairs and Maintenance— 2110. Track (including sidings other than workshop sidings)— Ordinary 2120 and 2130 Bridges (including foot and road bridges)— Ordinary 2150. Service Buildings—Ordinary .. 2160. Residential Staff-quarters Ordinary 2140, 2170, 2180 and 2190. Other items (Total)—Ordinary .. Structural works—Total repairs and maintenance (2100. Total—Ordinary). Structural works—Total Special repairs and maintenance (2100. Total—Special) Structural works—Total (2100) ..	 5,13,740 23,023 20,392 61,525 9,723 6,28,403 1,61,839 7,89,742	 668'9 .. 109'9 818'2 210'1 1,028'3	.. .. .. .. .. .. .. ..	.. .. 1'97 3'77 .. .. .. ..	.. .. .. .. .. .. .. ..	.. .. .. .. .. .. .. ..	11'5 0'51 0'46 1'38 0'22 14'1 3'62 17'7
	2200	Equipment— 2250. Signal and Interlocking Works { Ordinary repairs and maintenance. Special repairs and maintenance Equipment— Total (2200) ..	 19,695 4,245 81,605*	 106'3	.. .. ..	.. .. ..	17'7 3'81 ..	 0'18 0'04 ..	 0'44 0'10 1'83
	2300	Conservancy of rivers	9,003	11'7	..	..	..	..	0'20
	2400	Plantations, Nurseries and Gardens ..	6,680	8'70	..	..	..	..	0'15
	2500	New Minor Works	53,682	69'9	..	..	..	..	1'20
	2600	Miscellaneous Expenses	2,49,304	324'6	..	..	..	..	5'59
	2800	Replacements and Renewals expenditure in respect of Durbar, Foreign and Provincial worked lines & J. H. Railway (British Section)	39,036	50'9	..	..	..	..	0'87
	2900	Replacement to the Depreciation Reserve Fund for the Hardinge Bridge Protection works and Earthquake damages Total Repairs and Maintenance (A. II—Total) .. ..	.. 12,28,102	 .. 1,600'4	.. ..	.. ..	.. ..	.. ..	.. 27'5
IV		Appropriation to Depreciation Reserve Fund (A. IV—Total). Total ordinary Working expenses Abstract A.	 37,98,382 22,78,429	 4,945'9 2,966'8	.. ..	.. ..	.. ..	.. ..	—85'1 —51'1

* Includes Rs. 57,665/- for items of expenditure not appearing in this statement.

† Includes—(i) Replacement and Renewal in respect of Jodhpur Railway
(ii) Appropriation to Depreciation Reserve Fund in respect of Jodhpur-Hyderabad Railway (British Section)

Rs.
—40,30,950

+2,41,568

Total ..

—37,98,382

No. 30.—WORKING EXPENSES—(Contd.)

TABLE B.

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS		DETAILS.	(a)	(b)	(c)	(d)	(e)
Abstract and minor head.	Sub-head.		Total Amount.	Per Engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
				Total engine miles. (2,263,629)	Total gross ton miles (712,84,314)	Total train miles. (1,717,870)	(44,63,039)
			Rs.	As.	Rs.	As.	
B-I		GENERAL ADMINISTRATION (B.I.-Total).	1,83,437	1-33	0-26	1-71	4-11
II		REPAIRS AND MAINTENANCE.					
	2100	Locomotives—					
		2110. Running repairs	2,75,289	2-00	0-39	2-56	6-17
		2120. Workshop repairs					
		(Outturn from manufacture suspense)	2,47,116	1-79	0-35	2-30	5-53
	2200	Equipment—(Total)	66,945	0-49	0-09	0-62	1-50
	2300	New Minor Works	2,600	0-02	0-00	0-02	0-06
		Total Repairs and Maintenance (B. II-Total) ..	6,97,502*	5-06	0-9	6-49	15-6
		OPERATING EXPENSES.					
III	3100	Running Staff—(Total)	2,73,445	1-99	0-38	2-55	6-13
	3200	Fuel—(Total)	13,94,863	10-1	1-96	13-0	31-3
	3300	Water	1,24,829	0-91	0-18	1-16	2-80
	3400	Oil, tallow and other stores	88,623	0-64	0-12	0-83	1-98
		Total (3300 and 3400)	2,13,452	1-55	0-30	1-99	4-78
	3500	Payments to other Rys.—(Total)	49,732	0-36	0-07	0-46	1-11
	3600	Miscellaneous expenses—(Total)	83,109	0-60	0-12	0-77	1-86
		Total Operating Expenses (B.III-Total).	19,15,137	13-9	2-69	17-8	42-9
IV		Appropriation to Depreciation Reserve Fund (B.IV-Total)	@ 3,260	0-02	0-00	0-03	0-07
		Total , Ordinary Working Expenses—Abstract B.	27,99,336	20-3	3-93	26-1	62-7

* Includes the following for items not appearing in this statement.

	Rs.
Item 2500	+ 3,24,376
" 2510	- 2,42,000
" 2801	+ 19,175

@ Includes—Replacement and Renewals in respect of Jodhpur Railway (Jodhpur Section)
 Appropriation to Depreciation reserve fund in respect of Jodhpur-Hyderabad Railway (British Section).

Rs. Nil

Rs. 3,260

Total .. Rs. 3,260

No. 30.—Working Expenses.—(Contd).

TABLE C.

Maintenance of Carriage and Wagon Stock.

Reference to Accounts.		Details.	(a)	(b) Per 1,000 vehicle miles run by home & foreign vehicles.	(c)	(d)
Abstract and minor head.	Sub-head.		Total amount.	Total vehicle miles (56,799,086)	Per train mile.	Percentage of total working expenses.
				Total train miles (1,718,668)		
			Rs.	Rs.	As.	
C.—I		GENERAL ADMINISTRATION—(C.I-TOTAL) ..	1,46,440	2.58	1.36	3.28
II		REPAIRS AND MAINTENANCE.				
	2100	Coaching vehicles—				
		2110. Running repairs	21,046	0.97	0.20	0.47
	2120 and 2130	Workshop repairs—				
		(Outturn from Manufacture Suspense) Passenger Carriages and other Coaching vehicles.	2,58,332	11.9	2.41	5.79
	2200	Rail Cars—Total .. .. .	..	..	..	..
	2300	Goods wagons—				
		2310. Running repairs	34,576	0.99	0.32	0.78
		2320. Workshop repairs— (Outturn from Manufacture Suspense) ..	1,63,537	4.67	1.52	3.66
	2400	Payments to and receipts from foreign Railways on account of damage to and deficiencies in interchange stock	—2,122	—0.04	—0.02	—0.05
	2500	Equipment—Total	28,197	0.50	0.26	0.63
	2600	New Minor Works	6,092	0.11	0.06	0.14
		Total Repairs and Maintenance (C. II-Total)	*4,08,865	7.20	3.81	9.16
III		OPERATING EXPENSES.				
	3100	Inspection of running vehicles—Total ..	61,474	1.08	0.57	1.38
	3200	Rail cars—Total .. .. .	..	..	..	..
	3300	Payments to other Railways—Total ..	..	..	..	..
	3600	Miscellaneous—Total	14,985	0.26	0.14	0.33
		Total Operating Expenses (C.III-Total) ..	76,459	1.34	0.71	1.71
IV		Appropriation to Depreciation Reserve Fund (C.IV—Total) in respect of Jodhpur-Hyderabad Railway (British Section)	—2,470	—0.04	—0.02	—0.05
		TOTAL ORDINARY WORKING EXPENSES—ABSTRACT C	6,29,294	11.1	5.86	14.1

* Includes the following for items not appearing in this statement.

	Rs.
Item 2300	+ 4,50,386
Item 2310	— 5,68,000
Item 2901 B	+ 6,821
Total	.. — 1,00,793

Coaching
Goods
Rail Car miles

Vehicle miles.
21,777,698
35,018,993
2,395

Total .. 56,799,086

No. 30.—Working Expenses—(Contd).

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours.—Nil.

TABLE E.

Expenses of Traffic Department.

Reference to Accounts.		Details.	(a)	(b)	(c)
Abstract and minor head.	Sub-head		Total Amount	Per train mile.	Percentage of total working expenses. (44,63,030)
				Total train miles. (1,718,648)	
E-I		GENERAL ADMINISTRATION—(E.I)—TOTAL ..	Rs. 2,20,317	As. 2.05	4.94
II		REPAIRS AND MAINTENANCE			
	2100	Equipment—Total	36,127	0.34	0.81
		Total Repairs and Maintenance (E. II) ..	36,227*	0.34	0.81
III		OPERATING EXPENSES.			
	3100	Pay, Wages and Allowances.—			
		3101. General operating staff (Inspectors, Canvassers, etc).—	21,260	0.20	0.48
		3102. Station Staff	4,62,435	4.31	10.4
		3103. Train Staff	82,075	0.76	1.84
		3104. Mileage and Overtime of train staff ..	44,808	0.42	1.00
		3105. Travelling Ticket Examining staff ..	32,513	0.30	0.73
	3200	Stores, Stationery, Forms, etc.—			
		3201. Fires, lights and general stores for stations and Traffic yards ..	35,757	0.33	0.80
		3202. Water and General stores in trains ..	17,338	0.16	0.39
		3203. Clothing	17,906	0.17	0.40
		3204. Stationery, Forms and Tickets ..	58,263	0.54	1.31
	3300	Expenses on handling, collection and delivery of goods—Total	85,036	0.79	1.91
	3400	Expenses at out-agencies	15,977	0.15	0.36
	3500	Payments to other Railways—Total	1,36,207	1.27	3.05
	3600	Conference hire and penalty charges on interchanged stock	—2,78,969	—2.60	—6.25
	3700	Compensation for goods, etc., lost or damaged ..	78,947	0.74	1.77
	3800	Miscellaneous Expenses—Total	1,84,021	1.71	4.12
		Total Operating Expenses (E.III)	@10,31,698	9.60	23.1
		Total Abstract E	12,88,242	12.0	28.0

* Includes Rs. 100/- of item 2501 of expenditure not appearing in this statement.

@ Includes Rs. 38,034/- of item 3103 of expenditure not appearing in this statement.

No. 30.—Working Expenses.—(Contd.)

TABLE F.
Expenses of General Departments.

Reference to Accounts.		Details.	(a)	(b)	(c)
Abstract and minor head.	Sub-head		Total amount.	Per train mile.	Percentage of total working expenses.
				Total train miles.	
				(1,718,668)	(44,63,039)
F-I		GENERAL ADMINISTRATION.	Rs.	As.	
	1100	London Boards .. .. .	..	..	..
	1200	Charges in India for Government supervision, control and audit .. .. .	..	..	..
	1300	Agent's and Divisional Superintendent's Offices	1,32,986	1.25	3.00
	1400	Accounts and Audit Department	2,16,964	2.02	4.86
	1500	Stores Department	93,474	0.87	2.10
	1600	Cash and Pay Department	13,981	0.13	0.31
	1700	Medical Department	38,992	0.36	0.88
	1800	Police	49,184	0.46	1.10
	1900	Miscellaneous expenses	97,386	0.90	2.18
		TOTAL GENERAL ADMINISTRATION (F—I) ..	6,43,967	5.99	14.4
II		REPAIRS AND MAINTENANCE.			
	2100	Equipment	5,916	0.06	0.13
		TOTAL REPAIRS AND MAINTENANCE (F—II).	5,916	0.06	0.14
		TOTAL ABSTRACT F. ..	6,50,285	6.05	14.6

* Includes Rs. 402/- of item 2601 of expenditure not appearing in this statement.

No. 30.—Working Expenses.—(Contd.)

TABLE G.—Miscellaneous Expenses.

G-I		GENERAL ADMINISTRATION.	Rs.	As.	
1100		Law charges (less costs recovered)	1,812	0.02	0.04
1200		Rents, Rates and Taxes:—			
		1201 and 1202. Rents of buildings and lands—Total	94	0.00	0.00
		1203 Rates and taxes	6,444	0.06	0.15
1300		Contribution to Provident Institutions	2,06,361	1.92	4.62
1400		Gratuities	1,03,727	0.97	2.32
1500		Compensation (other than those included in E. III)	4,005	0.04	0.09
1600		Educational grants	5,557	0.05	0.12
1700		Health and welfare service	34,933	0.32	0.78
1800		Publicity expenses	14	0.00	0.00
1900		Miscellaneous items:—			
		1910 Fire protection of Railway property	—2,241	—0.02	—0.05
		1920 Expenses in connection with the I R. C. A.	5,604	0.05	0.13
		1930 Miscellaneous contributions and grants	13,076	0.12	0.29
		1940 Sundry losses or gains	3,03,716	2.83	6.81
		TOTAL GENERAL ADMINISTRATION (G—I.) ..	6,83,851*	6.37	15.3
III		OPERATING EXPENSES.			
3100		Indian charges and stores, excluding fuel etc.	8,255	0.08	0.18
3200		Catering Department	1,374	0.01	0.03
3300		Miscellaneous expenses	3,81,972	3.55	8.56
		TOTAL OPERATING EXPENSES (G—III) ..	3,91,601	3.64	8.77
		TOTAL ABSTRACT G. ..	10,75,452	10.0	24.1

* Includes the following for items not appearing in this statement:—

Item 1901-A .. Rs. +12,696

" 1050 .. " — 11,847

Total .. " + 749

No. 30.—Working Expenses.—(Contd.)

TABLE H.

Expenses of Electrical Department.

Reference to Accounts.		Details.	(a)	(b)	(c)	(d)
Abstract and minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total working expenses.
				Total vehicle miles.	Total train miles.	
				(56,799,086)	(1,718,638)	(44,63,039)
			Rs.	Rs.	As.	
H-I		GENERAL ADMINISTRATION —(TOTAL H. I.)	785	0.10	0.05	0.13
II		REPAIRS AND MAINTENANCE.				
	2100	Electrical Traction.—				
		2110. Sub Stations.—				
		(2111) Running Repairs .. ..	..	..	..	..
		(2112) Workshop Repairs .. ..	..	..	..	..
		(2113—15) Transmission lines and traction control telephone wires ..	..	..	..	..
		2120. Overhead Equipment.—				
		(2121) Running repairs .. ..	..	..	..	..
		(2122) Workshop repairs .. ..	..	..	..	..
		Total (2110 and 2120) .. ..	..	..	..	..
		2130. Rolling Stock traction equipment.—				
		Running Repairs.				
		2131. Multiple unit stock .. ..	..	..	..	..
		2132. Electric Locomotive .. ..	..	..	..	..
		2133. Battery Locomotive .. ..	..	..	..	..
		Workshop Repairs.				
		2134. Multiple Unit .. ..	..	..	..	..
		2135. Electric Locomotive .. ..	..	..	..	..
		2136. Battery Locomotive .. ..	..	..	..	..
		2140. Body work, under frames, bogies, etc.—				
		(2141) Running repairs .. ..	..	..	..	..
		(2142) Workshop repairs .. ..	..	..	..	..
		2150—80. Total other items .. ..	..	..	..	..
		Total (2100) .. ..	..	..	..	..
	2200	Electric General Services —				
		2210. Electric Plant and Equipment ..	75,431	1.38	0.73	1.76
		2220. Miscellaneous Equipment	137	0.00	0.00	0.00
		2230. New Minor Works .. ..	..	..	..	..
		Total (2200)	75,568	1.38	0.73	1.76
	2300	Electric Communication Services.—				
		2310. Train Movement Instruments and Apparatus	1,09,866	1.94	1.02	2.46
		2320. Communication circuits and Apparatus ..	2,812	0.05	0.03	0.06
		2330. Miscellaneous Equipment	356	0.01	0.00	0.01
		2340. New Minor Works	976	0.01	0.01	0.02
		Total (2300)	1,14,010	2.61	1.06	2.55
		Total repairs and Maintenance (H. II) ..	1,93,330*	3.40	1.80	4.33
III		OPERATING EXPENSES.				
	3100	Electric Traction.—				
		3110. Running staff .. ..	..	..	..	..
		3140. Electric current .. ..	..	..	..	..
		3150. Examiners, cleaners, oilers, etc ..	..	..	..	..
		3160. Oil waste and other stores .. ..	..	..	..	..
		3170. Miscellaneous expenses .. ..	..	..	..	..
		Total (3100) .. ..	..	..	..	..
	3200	General Services.—				
		3210. Supply of energy for Power and Lighting ..	1,04,241	1.91	1.01	2.43
		3220. Other operating labour and stores ..	397	0.01	0.00	0.01
		3230. Miscellaneous Expenses	438	0.01	0.01	0.01
		3240. Deduct cost of energy supplied for works and purposes not chargeable to Revenue ..	—5,031	—1.16	—0.61	—1.45
		Total (3200)	42,269	0.75	0.39	0.93
	3300	Communication services.—				
		3310. Train Movement instruments and Apparatus	1,618	0.03	0.02	0.04
		3320. Communication circuits and Apparatus ..	39,863	0.70	0.37	0.59
		Total (3310 and 3320)	11,421	0.73	0.39	0.93
		3330. Miscellaneous	475	0.01	0.00	0.01
		Total (3300)	41,556	0.74	0.39	0.94
		Total Operating Expenses (H. III)	99,741†	1.76	0.85	2.24
IV		Appropriation to Depreciation Reserve Fund (H. IV. Total) ..	..	..	..	..
		TOTAL ORDINARY WORKING EXPENSES—ABSTRACT H.	2,96,859	5.26	2.74	6.70

* Includes Rs. 752/- of item 2801 of expenditure not appearing in this statement.

† Includes Rs. 15,516/- of item 3401 of expenditure not appearing in this statement.

No. 30.—Working Expenses.—(Concl'd.)

TABLES A To H.

Summary.

Details.	Total Amount.	Percentage of total.	Remarks
1	2	3	4
	Rs.		
I.—General Administration	21,74,651	48·7	
II.—Repairs and Maintenance	(a) 25,71,344	57·6	
III.—Operating expenses	35,14,636	78·8	
IV.—Appropriation to Depreciation Reserve Fund	(b)—37,97,592	—85·1	
Total	44,63,039	100·0	

* Includes.—

(i) Rs. —40,39,950/- on account of Replacement and Renewals in respect of Darbar line viz, Jodhpur Railway (Jodhpur Section).

(ii) Rs. + 2,42,358/- on account of Appropriation to Depreciation Reserve Fund in respect of Jodhpur—Hyderabad Railway (British Section).

(a) Includes a credit of Rs. 2,42,000/- of Abstract B and Rs. 5,58,000/- of Abstract C

(b) Includes a credit of Rs. 42,00,000/- of Abstract A

These amounts had been credited to the Reconstruction Fund (Indian State Section) during the previous two years by debit to working expenses. This Fund is now being maintained out side the Railway accounts, and the previous adjustments have been reversed in the current year, resulting in these credits to working expenses vide General Manager's letter No. M. 21B—1/Vol. IV/299 dated 24/2/45 to the Railway Board.

No. 31.—Statement of Oil Consumption.

Item.	Heading.	Number.
	Lubricating oil used on engines (excluding shunting, sidings and departmental)—	
31·01	Total pints—(Passenger and Mixed services)	82,571*
31·02	Total pints—(Goods services)	43,483
31·03	Pints per 100 engine miles—(Passenger and Mixed services)	5·99†
31·04	Pints per 100 engine miles—(Goods services)	8·57
	Lubricating oil used on coaching, goods and departmental vehicles.—	
31·05	Total pints	38,301
31·06	Pints per 1,000 vehicle miles (Passenger and Goods) in terms of —wheelers	0·65

* Includes 1,963 pints of oil (supplied by Jodhpur Railway) consumed by Jodhpur Railway engines for working B. B. & O. I. Rly. trains on Kuchaman Road—Phulera section.

† Includes 1,963 pints of oil and 29,203 engine miles due to Jodhpur Rly. engine working B. B. & O. I. Rly. trains on Kuchaman Road—Phulera section.

No. 32.—Statement of Electric Multiple Unit Suburban Train Statistics for the year 1944-45.—Nil.

No. 33. Statement of Rail Cars (steam propelled and Internal Combustion Engine propelled) performance.

Item.	Heading.	Meter Gauge. 3' - 3 3/4"
	Rail Car performance.	
	(i) Steam propelled.	
33-01	Average authorised stock (in terms of units).	
	(a) Rail cars	
	(b) Trailer Coaches	
33-02	Average number on the line (in terms of units).—	
	(a) Rail Cars	
	(b) Trailer Coaches	
33-03	Mileage performed.—	
	(a) Car miles.. .. .	
	(b) Trailer Coach miles	
	(c) Total (a + b)	
	(d) Total seat miles (Car and Trailer)	
33-04	Car miles per car day	
	Car failures.—	
33-05	Number	
33-06	Car miles per car failure	
33-07	lbs. of coal consumed per 1,000 seat miles	
	(ii) Internal Combustion Engine Propelled.	
33-08	Average authorised stock (in terms of units).—	
	(a) Rail Cars.. .. .	
	(b) Trailer Coaches	
33-09	Average number on the line (in terms of units).—	
	(a) Rail Cars.. .. .	
	(b) Trailer Coaches	
33-10	Mileage performed—	
	(a) Car miles... .. .	
	(b) Trailer Coach miles	
	(c) Total (a + b)	
	(d) Total seat miles (Car and Trailer).. .. .	
33-11	Car miles per car day	
	Car failures.—	
33-12	Number	
33-13	Car miles per car failure	
33-14	Gallons of fuel consumed per 1,000 seat miles	

Nil.

1

1

2,395

2,395

28,740

6.56

10.4

Jodhpur Railway.

ANNUAL REPORT

1944-45.

SECTION IV

Appendices

TABLE OF CONTENTS.

APPENDICES.

	Page.
Appendix B—Details of working of collieries	1
Appendix C—Statement of Number and Cost of staff by Communities	1
Appendix D—	
Table No. 1—Number of persons reported during the year as killed or injured.. ..	2
Table No. 2—Train accidents	3—4
Table No. 3—Return of persons reported during the year as having been killed or injured ..	} 5
Table No. 4—Return of accidents during the year ..	
Table No. 5—Accidents of Railway servants during the year.	
Appendix E—Statement of Rolling Stock fitted with automatic brakes, etc.	6
Appendix F—Statement of cost of Police and Watch and Ward staff	7

Appendix C.— Number & Cost of Staff.

Appendix C.

NUMBER ON 31ST MARCH.

Total cost of all staff.

Headings.	Indians.																								Rs.	Rs.	Rs.		
	Europeans.			Hindus			Muslims.			Anglo-Indians and Domiciled Europeans.			Sikhs.			Indian Christians.			Parsis.			Other communities.			Total Indians of Europeans & Indians.				
	1911	1915	1945	Other than Depressed classes.	1911	1915	1944	1915	1945	1911	1915	1945	1914	1945	1914	1915	1945	1914	1915	1945	1914	1915	1945	1914	1915	1945	1914	1915	
1. Open line.—	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
(a) Gazetted Officers.	9	11	13	22	..	..	1	1	3	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	6	5	5,503	5,131	701	912	1,851	1,706	12	10	19	18	87	88	2	2	9	6	8,250	8,223	8,256	8,228	8,250	8,223	8,256	8,228	8,250	8,223	
Total.	15	16	5,521	5,503	701	912	1,855	1,707	15	12	19	18	88	89	2	2	9	6	8,273	8,219	8,265	8,265	8,273	8,219	8,265	8,265	8,273	8,219	
2. Construction.—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(a) Gazetted Officers.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Staff on loan from Indian Audit and Accounts Deptt.—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(a) Gazetted Officers.	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Grand Total.—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(a) Gazetted Officers.	9	11	19	23	..	..	..	1	1	3	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Non-gazetted employees ..	6	5	5,503	5,131	701	912	1,854	1,706	12	10	19	18	87	88	2	2	9	6	8,250	8,223	8,256	8,228	8,250	8,223	8,256	8,228	8,250	8,223	
Total.	15	16	5,525	5,501	701	912	1,855	1,707	15	12	19	18	88	89	2	2	9	6	8,271	8,250	8,265	8,265	8,271	8,250	8,265	8,265	8,271	8,250	

* Includes the following:—

(1) Whole time A. R. P. Staff.
 (2) Allowances paid to Railway Staff for joining the A.R.P. Organisation

Rs.

No.

1

111

..

255

* Includes the following:—

- (1) Whole time A. R. P. Staff.
(2) Allowances paid to Railway Staff for joining the A.R.P. Organisation

No. 1
Rs. 111
255

APPENDIX D.

TABLE No. 1.

Number of persons reported during the year ending with the 31st March 1945, as killed or injured on the Jodhpur Railway (open line) by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury.

RAILWAY.	PASSENGERS.										SERVANTS.										OTHERS.										TOTAL ALL CLASSES		R E M A R K S .																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										OTHER ACCIDENTS.										1. Whist passing over the railway at level crossings.										TOTAL ALL CLASSES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Jodhpur	1. From falling between trains and platforms.	2. Falling on to the platform, ballast, etc., when retreating into or out of trains.	3 Whist crossing the line at stations.	4. By closing of carriage doors.	5. Falling or jumping out of carriages during the travelling of trains.	6. Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.

APPENDIX D.—(Contd.).

TABLE No. 2.—TRAIN ACCIDENTS.

TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent Way, etc., reported during the year ending with the 31st March 1945 as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	No. of	No. of	others.	Total all classes.
--	--------	--------	---------	--------------------

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accidents reported to Local Government under Section 83 of the Indian Railways Act 1890 (IX of 1890).	Accidents enquired into by Government Inspectors.	Total	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines.
7. Derailments of passenger trains.— (a) Due to trains travelling in the wrong direction through points. .. (b) Other causes	4	..	4	..	..	..	..	..	..	..
8. Other derailments.— (a) Due to trains travelling in the wrong direction through points. .. (b) Other causes	5	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock.— (a) Failures of engines due to faulty design, material or workmanship in the mechanical Department. (1) Boilers and tubes .. (To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise). (2) Machinery, springs, etc. .. (To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included) (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff. (1) Boilers and tubes .. (To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise).
Carried Over	4	..	40	..	..	..	..	..	..	..

TABLE No. 2.—TRAIN ACCIDENTS—(Continued).

	Number.				No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accidents reported to Local Government under Section 83 of the Indian Railways Act 1890 (IX of 1890)	Accidents enquired into by Government Inspectors.	Total.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought forward ..	4	..	40	..	..	..	..	..	..	..	..	..
(2) Other causes. ..	..	..	24	..	..	..	..	..	..	..	..	..
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over—failures when merely shunting in yards are not to be included).												
(c) The failures of tyres... ..	..	..	..	..	..	..	..	..	..	..	..	..
(d) The failure of wheels. ....	..	..	..	..	..	..	..	..	..	..	..	..
(e) The failure of axles. ....	..	..	..	..	..	..	..	..	..	..	..	..
(f) The failure of brake apparatus...	..	..	..	..	..	..	..	..	..	..	..	..
(g) The failure of couplings and draft gear. ....	..	..	14	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures:—												
To include all failures to rolling stock which are not covered by items 9 (a) to 9 (g).												
10. Accidents, due to failure of permanent way, etc:—												
(a) Broken rails, .. ..	..	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc. ....	..	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	12	..	13	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments.	..	..	..	..	..	..	..	..	..	..	..	..
11. Accident due to fire,—												
(a) Fire in trains. ....	..	..	5	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts. ....	..	..	1	..	..	..	..	..	..	..	..	..
12. Other accidents:—												
(a) Passenger trains travelling in the wrong direction through points but not derailed. ....	..	..	2	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line. ....	..	..	4	..	..	..	..	..	..	..	..	..
(c) Train wrecking (when as a result of wilful obstruction or tampering with the permanent way formation, structure or equipment of a train or portion of a train is derailed or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..	..
(d) Attempted train wrecking.—(when wilful obstruction or tampering with the permanent way formation, structure or equipment if detected, which if not remedied is likely to have resulted in an accident to a train, but no accident has actually occurred. ....	..	..	1	..	..	..	..	..	..	..	..	..
(e) Train running into road traffic at level crossing.—(when road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.	1	..	2	..	..	..	..	..	1	..	..	1
(f) Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) & (e) above.—(when such obstructions have not been wilfully placed on the track e.g. fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted or are not likely to have resulted in an accident to a train .. ..	..	..	2	..	..	..	..	..	..	..	..	..
(g) Miscellaneous. ....	..	..	2	..	..	..	..	..	..	..	..	..
Total ..	17	..	110	..	..	..	..	..	1	..	..	1

NOTE.—Average No. of persons employed—5,004.

APPENDIX D.—(contd.)

TABLE No. 3

Return of persons (a) reported during the year ending with the 31st March 1945, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at Stations
2. By being struck by barrows, or by falling over packages, etc. on platform
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons
5. Whilst moving or carrying goods at stations, etc.
6. Whilst working at cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on or off stationary engines or vehicles
9. From falling off platforms, scaffolds ladders, etc.
10. By stumbling whilst walking on the line or platforms
11. Whilst attending to stationary engines in shed
12. By being trampled on or kicked by horses	1	1
13. Whilst working on the line or in sidings
14. Miscellaneous	1	1
Total

(a) See rules 11 and 12 of Railway Board's Notification No. 490—5, T-23 of 20th August, 1923.

APPENDIX D.—(contd.)

TABLE No. 4.

Return of accidents occurring during the year ending with the 31st March 1945, on the Jodhpur Railway.

N. B.—Accidents entered in Table No. 4 are not to be entered in any other tables of the return

	Number of accidents.	SERVANTS.		OTHERS.	
		Killed.	Injured.	Killed.	Injured.
1. In railway workshops (slight abrasions or bruises which are incidental to a man's ordinary duties need not be entered) ..	50	1	49	..	..
2. On new works not opened for traffic ..	..	..	..	..	..
3. On lines under construction ..	..	..	..	..	..
4. On lines not used for the public carriage of passengers, animals and goods ..	1	..	1	..	..
5. The steamers or flats working in connection with the railway ..	..	..	..	..	..
Total ..	51	1	50	..	..

APPENDIX D.—(concluded).

TABLE No. 5.

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1945, on the Jodhpur Railway.

CAUSE.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental	6	100%
2. Want of caution or misconduct on the part of the injured person
3. Want of caution or breach of rules, etc. on the part of servants other than the persons injured
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working
5. Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.
Total	6	100%

APPENDIX E.

Statement of Rolling Stock fitted with automatic brakes, vehicles, lighted by Gas or Electricity and lower class carriages provided with latrine accommodation on the 31st March, 1945.

Item.	Heading.	Number or percentage.
1	Gauge	Metre.
2	<i>Locomotives.</i> —	
2'01	Total number on the line	94
2'02	Number fitted with automatic brakes	79
2'03	Percentage of total	84'0
3	<i>Coaching vehicles (including brake vans used exclusively on passenger service).</i> —	
3'01	Total number	376
3'02	Number braked	343
3'03	Percentage of total	91'2
3'04	Number piped	23
3'05	Percentage of total	7'45
4	<i>Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service but excluding cranes and their dummy trucks).</i> —	
4'01	Total number	2,513
4'02	Number braked	482
4'03	Percentage of total	19'2
4'04	Number piped	199
4'05	Percentage of total	7'92
5	<i>Passenger Vehicles.</i> —	
5'01	Total number on the line	339
5'02	Number fitted for lighting with gas	Nil
5'03	Percentage of total	Nil
5'04	Number fitted for lighting with electricity	335
5'05	Percentage of total	98'8
6	<i>Lower class carriages provided with latrine accommodation.</i> —	
	<i>Intermediate class.</i> —	
6'01	Total number	13
6'02	Number provided with latrine accommodation	13
6'03	Percentage of total	100%
	<i>Third Class.</i> —	
6'04	Total number	94
6'05	Number provided with latrine accommodation	94
6'06	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation.</i> —	
6'07	Total number	123
6'08	Number provided with latrine accommodation	123
6'09	Percentage of total	100%
6'10	Total number of lower class carriages	230
6'11	Number provided with latrine accommodation	230
6'12	Percentage of total number	100%

Explanatory Notes.

Item No. 2'01— 94 engines include one engine employed for shunting in workshop, Jodhpur.

„ 3'01—Excludes—

(i) State Saloons	8
(ii) Relief or Accident vans	5

Includes—

(i) Officer's Saloons Bogie	4
(ii) „ 4-wheeled	13*
(iii) Inspector's Rest vans 4-wheeled	6*
(iv) Driver's Rest vans and welding Plant Operators' Rest vans.	26

Item No. 3'02 Excludes Relief van Bogie

„ 3'04—Excludes Relief or Accident vans 4-wheeled

„ 4'01—Excludes one crane and its dummy truck

„ 4'01 Includes Departmental wagons such as—

(i) Water tanks	59
(ii) Open wagons 4-wheeled mounted with water tanks	8
(iii) Shop service wagons for moving scraps in shops and stores etc.	5
(iv) Wheel Van 4-wheeled	1
(v) Welding plant wagon 4-wheeled	1
(vi) Wagons for housing Motor Trolleys	7

Item No. 5'01—Includes Dining Cars Bogie.

Item No. 6'07—Includes I and II class carriages forming part of the whole carriage, including Inter and

Third class such as—

1st, 2nd & Inter class bogie	5
1st, 2nd, Inter and 3rd class bogie	18
2nd and Inter class 4-wheeled	3
2nd and Inter class bogie	2

*One four-wheeled Officer's saloon and one Inspector's Rest van are on loan to B. & A. Railway from 2-6-1944. Nine vehicles were on loan to O. & T. Railway. These 11 vehicles have been included in item No. 3 of this statement.

Five sheep vans 4-wheeled, having been converted from Horseboxes, were sent to B. & A. Railway and are included in the figures shown against item 4 of this statement

APPENDIX F.

Statement showing the cost of the Police Force and Watch and Ward staff for the year 1944-45.

Item.	Heading.								Amount.
1	<i>Cost of the Police Force.—</i>								Rs.
	Contribution to Provincial Governments for Police..								11,781
2	<i>Cost of Watch and Ward Staff.—</i>								29,818
2'01	Watchmen	..	..	..	..	..	..	..	7,588
2'02	Contingencies	..	..	..	..	..	..	..	19,378
2'03	Dearness allowance paid to the Watch & Ward staff								68,563
3	Total cost to the Railway								60'01
4	<i>Total cost.—</i>								0'01
4'01	Per route mile	..	..	..	..	..	..	..
4'02	Per train mile	..	..	..	..	..	..	..

